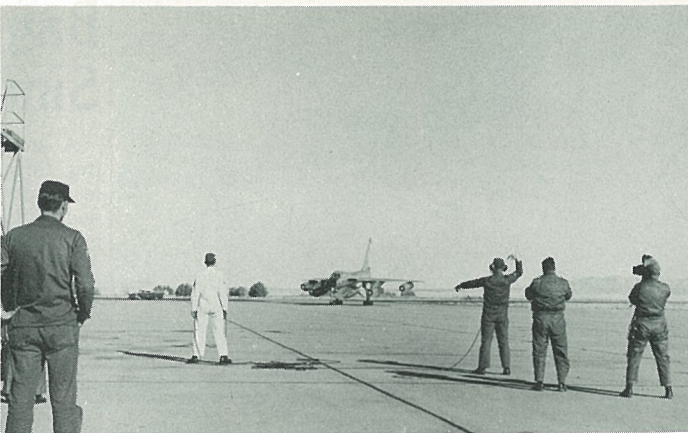
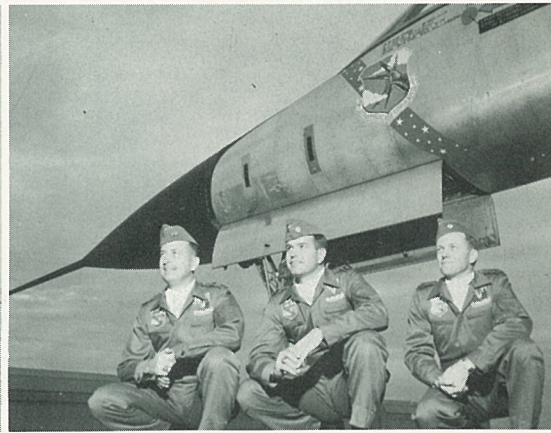


PACE MAKERS—At left are Capt. R. R. Wagner, DSO, Maj. H. J. Deutschendorf Jr., and Capt. W. I. Polhemus, shown before making 2,000-kilometer B-58 speed record, and at far right are Capt. H. S. Bialas, DSO, Maj. H. E. Confer, Maj. R. H.



Weir, crew of 1,000-kilometer record-breaker. In center is 2,000-km plane ending flight. Two B-58s toppled six speed and payload records over closed-circuit course last month. See page 2 for more pictures.



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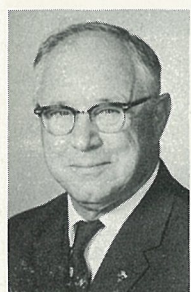
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SAN DIEGO, POMONA, ANTELOPE VALLEY, CALIF.

ASTRONAUTICS OFF-SITE BASES, FORT WORTH, TEX.

Service Club Cites Founder Of Fix-a-Toy

Special honors, possibly international, have come to Guy Nesbitt, Convair's chief of sanitation.



Guy N. Nesbitt "Mankind" Award Friday at a Hotel Texas luncheon in his honor.

The award recognizes Nesbitt as originating Convair's Fix-a-Toy project. Through Fix-a-Toy, thousands of youngsters receive toys at Christmas time each year who possibly would receive nothing otherwise.

The citation points out that Nesbitt started by repairing his own sons' toys in his home workshop. One year he learned of the plight of four needy children and determined to help.

"Guy Nesbitt had little money," adds the citation, "but he had his workshop, two good hands, and a kind heart."

By 1950, Nesbitt's home project came to the attention of Convair Management Club. They offered aid. By 1952, help was asked from all Convair employees, who in the intervening years have annually spent thousands of hours of their own time in repairing toys for Christmas distribution.

Concludes the citation:

"It is a privilege to select the general adviser of Convair's Fix-a-Toy project, Guy Newton Nesbitt, to receive the 'Service to Mankind' Award."



30-YEAR MEN—Frank W. Davis, right, congratulates A. C. Klawitter, left, who retired after over 34 years' service, and G. B. Clayton, who has been with Convair over 30 years.

Convair Honors 'Seniors,' Klawitter Will Retire

Convair FW has awarded "gifts not to exceed \$250" to its first two 30-year men.

Frank W. Davis, Convair vice president and FW manager, presented a certificate to A. C. Klawitter, Dept. 7, who retires after over 34 years' service with Convair.

He presented G. B. Clayton with an 8 mm. movie camera and projector in recognition of 30 years of service, completed this past December. Clayton is chief of engineering service.

Gifts "not to exceed \$250" go to Convair employees upon completion of 30 years' service. A similar award is made every five years he remains with the company thereafter.

Klawitter began his career at Consolidated Aircraft in Buffalo in 1926. He was one of the original contingent which helped establish the Fort Worth plant here in 1941.

Clayton started with Consolidated in Buffalo in 1929. He

served at the San Diego plant from 1935 through 1943, when he was transferred to Convair FW.

In making the presentations, Davis said Convair was "extremely proud of the splendid records compiled by these men."

When Klawitter came to FW the building was up but there were no floors. He was instrumental in ordering most of the machinery that went into it.

Throughout his long career, he's had a hand in such planes as the famed NCs, PH-1 and 2 (torpedo hydroplanes), B-24, B-32, B-36, and B-58, just to mention the more famous.

After retirement, he plans to travel, sharpen his bowling average (already 154) and spend more time with his two married daughters and grandchildren.

NMA Directors Meet in Houston

Convair FW's Management Club achieved special recognition at a recent meeting of National Management Association's board of directors in Houston, in which all NMA committees participated.

Attending were Jim Elder, Dorothy Harper and E. L. Clerc, corresponding secretary of the Convair club; and John N. Watson, vice president of zone B.

Through Elder, CMC was asked to serve as a testing ground for a number of management development projects which have been evolved at national headquarters.

Convair's representatives also conferred with Eric McCarty, NMA public relations director, regarding a story he is preparing on the Convair club's activities for national publication.

Subcontractors Will Meet at FW On B-70 Schedule

Subcontracting personnel from North American Aviation were to confer at Fort Worth this week on a "timetable" for manufacturing Valkyrie wing boxes.

"We'll take initial steps toward defining the letter contract Convair FW has to build a major portion of B-70 wing boxes," said E. W. Feddersen, B-70 project director.

Feddersen said B-70 program evaluation procedures would also be discussed.

"These procedures will outline techniques for measuring and continually developing progress of this weapon system program," he said.

Meanwhile, early studies indicate that between 50,000 and 60,000 square feet of factory space will be required for B-70.

"We'll probably have this area pinpointed in the near future," Feddersen pointed out.

Tooling work on B-70 fuselage flat panels continues in the manufacturing research and develop-

ment pilot shop.

The letter contract to build these panels is in addition to the wing-box contract.

★ ★ ★

A B-70 task control group has been formed to "evaluate effect of North American schedule and design changes on Convair's manufacturing schedules and authorized task," Frank W. Davis, Convair FW manager, announced.

The group will also "maintain a close audit of current task authorizations, inform departments of impending changes, and assure that program schedules and cost estimates are revised to incorporate authorized changes."

Following departments are represented on the task control group:

Contracts (B-70 coordination office representative, chairman), engineering, tooling, quality control, manufacturing control, material, estimating, industrial engineering, long range planning.

Used Textbooks Sought For Korean U. Library

A plantwide drive to collect "Textbooks for Taejon" gets under way tomorrow at Convair FW.

The Management Club-sponsored drive aims at collecting urgently needed books for a newly built but "empty" library at Taejon Christian College in Taejon, South Korea.

Deposit boxes will be located at the cafeteria, lobby, west nuclear, and west gates, and at

Gates 6 and 10.

Drive co-chairman Jack Livingston, Dept. 24-3, and E. L. Clerc, Dept. 3-0, urge employees to deposit any of the following type books:

Any books in good condition in areas of Bible, philosophy, literature, or language; physics books, after 1930; chemistry books, after 1940; social science books after 1930; natural science (Continued on Page 8)

FW Guests Number 800 as Dept. 52 Honored For Quality Leadership

Convair's annual quality leader was named and past Management Club presidents received special honors at the club's "Ladies Night" meeting Jan. 19 at Ridgley Country Club. About 800 attended.

B. G. Reed, assistant manager-operations, presented the "Quality Award Leader of the Year" plaque to Dept. 52 (pod primary and final assembly), which chalked up a "50 per cent reduction in losses by scrap and rework."

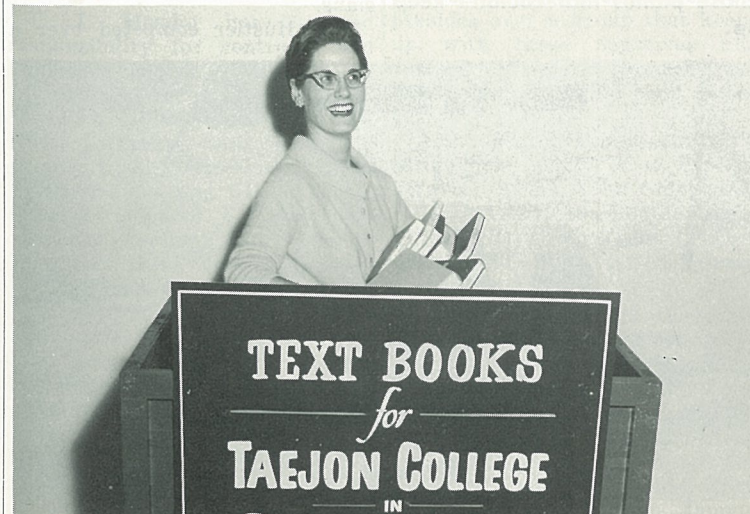
"This is an enviable record, one which will be difficult to better," Reed said in presenting the award to R. E. Davis representing Dept. 52.

Management Club President C. C. Utley presented past president pins and life membership certificates in the club to: Marty Witkowski, Harry Flowers, Cecil McClure, Jack Brittain, Eddie Jackson, Sam Keith, and Ernie Costantino.

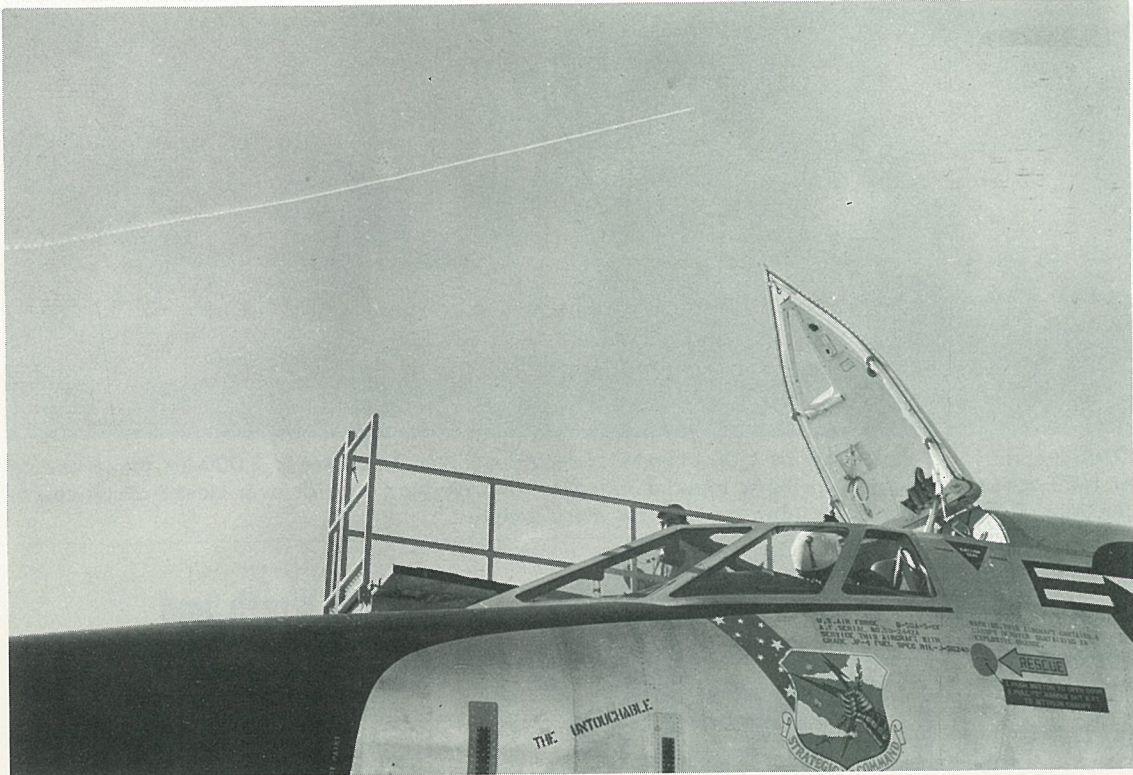
Life membership certificates went to Lou Lyte, Arnold Northcott, Joe Muncy, Mo Middleton, and Lee Howard.

Speaker for the evening was Ralph G. Nichols, who heads the rhetoric department at the University of Minnesota.

Nichols advocated "talking rather than fighting our way out of daily differences" that occur between people and nations.



BOOKED—Betty Berry, Dept. 2-5, officially gets "Textbooks for Taejon" campaign under way. Sponsored by Management Club, drive aims to collect science books for university's new library in South Korea.



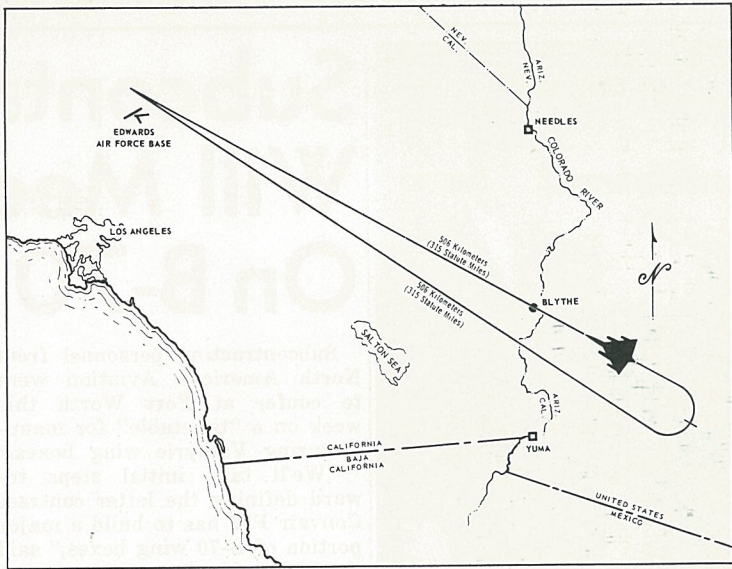
RECORD SETTING—Thin contrail in sky is B-58 "Road Runner" during record run, while on ground is sister ship called "The Untouchable."

RADARS, MOVIES 'WATCH' HUSTLER ON SPEED RUNS

Movie cameras in the air and on the ground, radar stations and visual observers kept watch on B-58s during record runs last month, and all but the radars had a hard time keeping up.

There were eight "chase planes," according to Oz Duke of Convair FW engineering motion picture section but the "chase" was no contest. Only one F-104 managed to keep fairly close and it lost out before the first turn.

To make runs official, B-58s were required to make 180-degree turns outside imaginary pylons. At each "pylon" a National Aeronautic Association observer lay on his back, sighting upward through taut wire "cross-hairs" to make certain turns were outside. Three such "pylons" were located at Arizona end of "race track." Radar concentration served this purpose at Edwards AFB end of run. NAA had 17 officials on hand to monitor flights.



THE COURSE—Teardrop course extended California to Arizona and back.

B-58s Smash Records In Desert Speed Runs

Data showing B-58 Hustlers set six new world speed marks last month is being turned over to Federal Aeronautique Internationale for confirmation.

Jan. 12, B-58 No. 442 of the 65th squadron, 43rd Bomb Wing, Carswell AFB, piloted by Major Henry J. Deutschendorf Jr., flew the 2,000-kilometer (about 1,242 miles) course at 1,061 mph with a payload of 2,000 kilograms (about 4,400 pounds).

Jan. 14, B-58 No. 441 of the same squadron, piloted by Major Harold E. Confer, flew the 1,000-kilometer course at 1,284 mph with a 2,000-kilogram payload.

The flights set new records for the distances in the "2,000-kilogram payload" category and were so superior to previous marks that in so doing they also established new records in the "no payload" and "1,000-kilogram" categories.

Of the six records set, five were formerly held by the Russians.

The Hustler competed over a

difficult tear-shaped course, involving one 180-degree turn on the short course and three such turns on the 2,000-kilometer run. Because of the turns, the B-58s actually flew considerably farther than the point to point mileage.

Capt. William L. Polhemus, navigator-bombardier, estimated that the B-58 on the shorter run maintained Mach 2 virtually the entire time.

"On the longer run, considered about 1,242 miles, we actually traveled some 1,328 miles. We dropped our speed only about 40 to 50 mph on the curves . . . Dutch (Maj. Henry J. Deutschendorf, pilot) really poured it on during the second lap. We averaged 1,300 mph."

"The major significance of these record flights is that they have dramatically proved the capabilities of SAC's first operational supersonic bomber," Gen. Thomas S. Power commented at SAC headquarters in Omaha, Neb.

The 1961 Thompson Trophy will be awarded to Major Confer for setting the new world speed record over the 1,000-kilometer course.

B-58 Record Breakers Will Appear on TV

Several of Carswell's record-breaking Hustler crewmen were slated for national TV recognition last week.

Maj. Henry J. Deutschendorf Jr. was to make a guest appearance on Ernie Kovak's "Take a Good Look Show" Jan. 26.

Slated for an "audience introduction" on Ed Sullivan's Jan. 29 show were Hustler crewman Maj. Richard H. Weir, Maj. Harold E. Confer, and Capt. H. S. Bialas, and S/Sgt. Chas. Kerce Jr., crew chief on the B-58 which broke the 1,000-kilometer speed run.

Bag Filled by Nitrogen Simulates Outer Space

A small "space capsule" floating through a period of weightlessness (zero-G) while two engineers float along to watch, now helps Convair Astronautics with continuing studies of the behavior of missile fuels in space.

"Outer space" for the test capsule is a room-size bag inflated with nitrogen, carried aboard a specially outfitted Air Force KC-135. Periods of weightlessness up to 30-seconds long are produced as the aircraft is piloted skillfully through an up and down pattern at high altitude.

As the plane noses up sharply, its flight path becomes part of an elliptical orbit about the earth's center. During this period, the capsule is in free-fall—briefly independent of the aircraft in which it is carried.

The capsule itself is a drum-like affair, about two feet in diameter and four feet long, with small high-pressure nitrogen cylinders lashed around its sides. The nitrogen drives a self-contained power system to operate instruments measuring temperatures and pressures, a recorder, and a 16 mm motion picture camera.

The instruments record the effect of weightlessness on a quantity of liquid hydrogen sealed in a "Dewar" (a five-quart glass vacuum bottle) at one end of the capsule.

After takeoff, the engineers

enter the rubber-coated nylon bag some 20 feet long and nearly 10 feet in diameter and remain with the capsule during flight. Access is through an air lock, since the nitrogen in the bag must remain oxygen-free to eliminate combustion hazards should liquid hydrogen in the capsule be spilled.

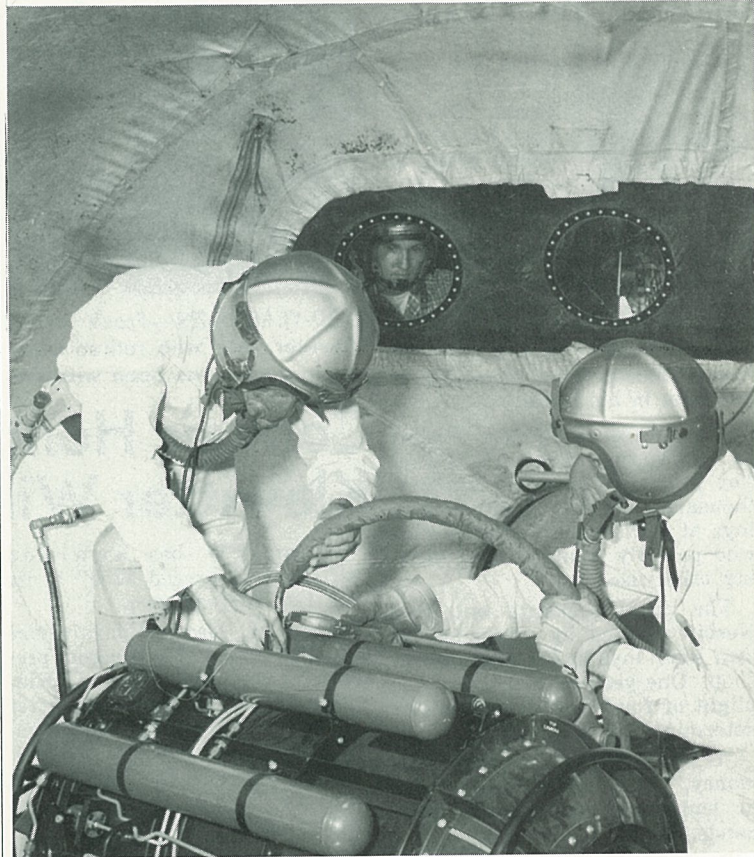
The observers wear flight suits and breathe compressed air fed to their face masks from outside the bag.

As many as 15 tests may be conducted on one flight, and the engineers must remain with the capsule to observe it and to replenish its nitrogen and hydrogen supplies before each test.

To date, flights have been from Wright Air Development Division, Dayton, Ohio.

Results of the zero-G tests are used in support of Astronautics high-energy space-probing Centaur vehicle, and in allied space projects. From data acquired, engineers will learn more about the behavior of liquids in a weightless environment, and about heat transfer and the performance of instruments under these conditions.

Juan Elizalde, Dept. 595-1, and George Wood, instrumentation design supervisor, Dept. 562-1, are key men in these studies. Others contributing to the project's success include Clay Perkins, Joan Sherley and Leif Hansen.



HOOK IT SO—Technician Otis Potter watches through observation port as engineers refill nitrogen cylinder on capsule.

Astronautics Ranks in First 20 In Fire Prevention Contest

Convair Astronautics has been ranked 18th in the 1960 international fire prevention contest (industrial division) sponsored in the United States and Canada by the National Fire Prevention Association.

Of the 113 organizations competing in the industrial division, Astronautics is the only missile and airframe manufacturer to be ranked among the top 20.

Contest judging was based on five areas of fire prevention and included inspections, fire brigade activities, employee fire control education, fire prevention week program, and results.

"The cooperation and interest shown by all Astronautics employees played a major role in our receipt of this honor," said A. C. Anderson, fire chief. "It is an accomplishment in which each can take pride, and which can pave the way to greater achievements in the future."

Astronautics' part in each area of contest judging was described in a handsome illustrated book prepared by Anderson and Fire Lt. J. P. White, which accompanied the entry.

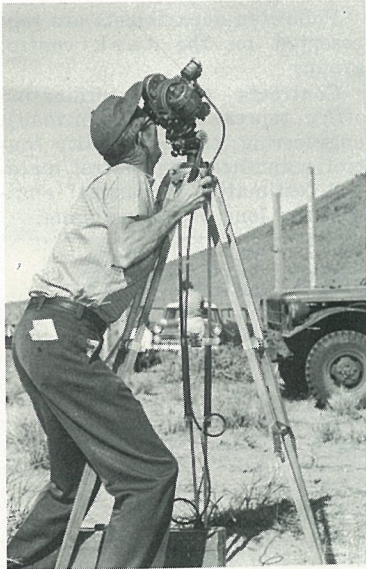
Texas Instruments Toured by FW Club

Approximately 100 members of FW's Management Club were guests of Texas Instruments, Dallas, for a tour of the Dallas plant Friday.

Of special interest on the tour was Texas Instruments' automatic testing device involving 21 operations of sorting, testing and classifying parts; automatic alloying, automatic operation of stamping, assembly and classifying via closed circuit TV.



"Would you mind flapping your arms, Madam?"



QUICK SHOT—Filing record B-58 runs was catch-as-catch-can affair. Lensmen were posted at key points on desert and aloft in chase planes that couldn't keep up.



OBSERVER—At three points on course NAA observers were flat on backs sighting upward through sets of "cross-hairs" (carefully positioned guy wires) to make certain B-58 didn't cut corners on turns. Here is Charles Tibbetts of NAA.



FIELD PHOTOGRAPHER—John Oldenkamp, Astronautics lensman assigned to Offutt AFB, is typical of Astro's field photographers and these pictures show him during a typical day of shooting at an Atlas launch site. At top right he confers with R. A. Bigelow, site surveillance engineer, on points to be documented in film.

Oldenkamp shoots from air and from lofty perches, as well as from ground. Lower left shows him with Pilot Don Wright at takeoff from Lincoln AFB and approaching a site. Below center, with J. E. McAllister assisting, he climbs to top of silo, and at right he shoots from elevator and from tunnel mouth underground.

F-106 Ejection Seat Given 'Shakes' During Severe Structure Test

Literally trying to shake a F-106 ejection seat to pieces has been the effort of systems dynamics lab engineers at Convair San Diego.

Winding up a several-month certification program for the Air Force, test engineers have put the Convair-designed ejection seat through severe vibration tests to make certain it will hold together in flight and during ejection.

A vibration exciter outside the chamber containing the seat set it in motion at twice the amount of vibration it is ever expected to endure in flight.

"Constant vibration from jet engines could, conceivably, make the seat un-airworthy," said Dean Bowles, in charge of final testing phase. "The exciter delivered 3,500 lbs. of force on the 600-lb. seat, in other words, a plus or minus 5g input acceleration, without any effect on the structure."

Besides being vibrated in all directions, the seat went through temperature checkouts from room temperature to hot and cold extremes in fixtures designed by James Davidson of systems dynamics lab and constructed by Dept. 31 mechanics under Milton Bodger. Liquid carbon dioxide, minus 108 degrees Fahrenheit, was pumped into the chamber to bring the temperature down to minus 65 degrees. Electrical heating units inside the enclosed box-like structure raised the temperature to a sizzling 175 degrees F.

Cold and heat may weaken aluminum or rubber parts, making them either brittle or soft so that they could break or stretch under vibration forces, explained Bowles.

"All components of the ejection seat came through intact," he said.

The seat took its final punishment last week when it was dropped on all sides from the lab's drop tower. Because of the unit's heavy weight, a 10-inch drop was all it took to give the seat the same shock it will get during normal landings.

The shock tests concluded the entire ejection seat test program conducted over the last few months by systems dynamics laboratories, headed by M. C. Brady, chief. Final portion of the testing was under H. B. Bard, supervisor of the components group.

Other parts of the program saw the seat going through environmental tests such as salt spray, sand and dust, humidity, altitude under John Bard of systems dynamics utilities group.

F-106 Mfg., Modification Drawing Toward Close

All F-106A/B jet interceptors ordered by the Air Force under existing contracts have been accepted, leaving only some 20 planes undergoing "test to tactical" modification at Convair SD Plant 2.

The Air Force accepted the last 30 production planes prior to flight operation so they could undergo communication, navigation and landing change incorporation at Palmdale.

At the middle of January, 11 of the 30 production planes had been completed and work was continuing on the others. The last production plane was scheduled for ferry flight to Palmdale last month, thus ending the production program at Convair SD, according to W. J. Dewey, F-106 program administrator.

At the same time, factory



Veteran news photographer Henry Kierstead of Astronautics made photos in layout above during visit to Offutt AFB recently.

Far Flung 'Beats'

Astro Emphasizes Photography In Base Activation Support

Documentation through still photography has reached new heights at Convair Astronautics in support of base activation activities.

Photography has long been a key tool at Astro, as well as other Convair divisions. However, the past year has marked an ever-increasing use of photographs in the field of Atlas missile base activation. Astro set up its first photographic support unit at Warren AFB just over one year ago. Prior to that time photographic needs had been provided from the main plant. Since then units have been added at Offutt AFB, Fairchild AFB, Forbes AFB and Schilling AFB. Four other units will be opened at still other bases before the end of 1961.

"As work loads dictate at bases, we dispatch help from the main plant," said E. H. Boldrick, Astro chief of still photography. "Too, we cover other bases as needed until time arrives to establish a full-time limit."

Since this support began, well over 8,000 negatives have been processed!

Base photographers cover what is probably one of the most extensive "beats" possible. They provide service at the base as well as at the widely-dispersed launch sites.

Transportation is a must. A typical work day may find a base photographer driving 200 or 300 miles in his rounds. Lucky are those at bases where a helicopter is available.

Each photographer uses an ar-

ray of cameras, ranging from 35mm units through Speed Graphics and sometimes aerial cameras. Primary purpose is to make negatives, although each base has limited processing and printing facilities for rush jobs. Normally, exposed negatives are dispatched to the main plant for processing and printing.

Photographers report to the local communication department representative, although they are "on call" for any Atlas base activation task.

This means covering assignments for all Air Force units, sub-contractors and the Army Corps of Engineers.

Photographs find their way into such records as construction surveillance, changes and progress, shipping report claims, etc. Their use in technical manuals for training and operational use is extensive. Historical documentation is extensive.

"We have found photographs useful in showing newer activation units how problems were met and solved at older bases," Boldrick said.

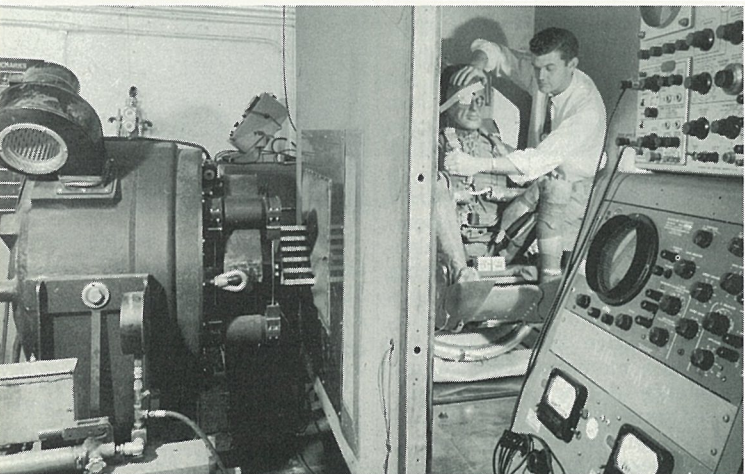
(Astro employees have seen many examples of base photographers' work on popular "Atlas... Right and Ready" boards.)

Winter weather in some areas pose special problems. Camera shutters sometimes freeze and flash units require additional battery boosters to function. Then there is the problem of dust when cameras are transported over long distances.

Because negatives are often needed at later dates, special filing and cataloging is followed at the main photographic laboratory. Special numbers distinguish each base's negatives. Roger Jett presides over a group that keeps up with these negatives and routes all orders through production channels and back to the bases.

Astro photographers currently in the field include N. R. Bennett (Warren AFB), John Oldenkamp (Offutt AFB), Ron Boothe (Fairchild AFB), Craig Fishel (Forbes AFB) and Bill Touchberry (Schilling AFB).

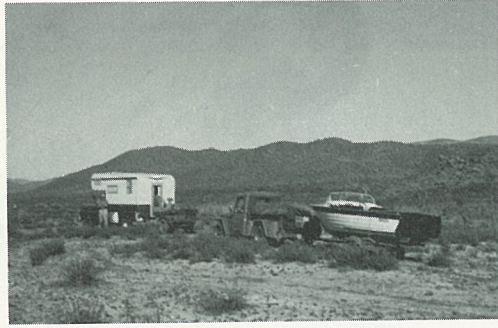
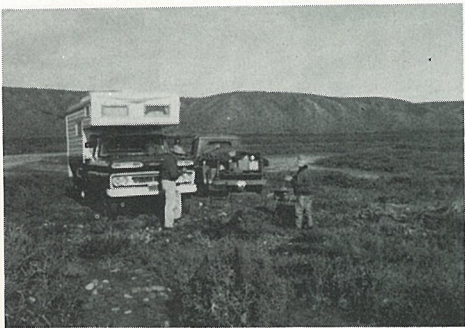
Photographers from the main plant such as Jett, Bob Ries, Ted Winfield, Jack Stevens, Bob Weissinger, Keith Adams and Henry Kierstead have all "served time" in the field. Laboratory personnel who have gone out for different periods include Dick Screeton, Keith Johnson, Donald Forbes, Dawn Daynes and Walter Gray. Assistant supervisors Vern Heger, Clark Mitchell and Howard Woffinden have also visited many bases to advise and assist.



SET FOR SHAKES—Dean Bowles of Convair SD systems dynamics lab makes adjustment on dummy in ejection set before strenuous shaking-up in recent seat vibration tests. At left is vibration exciter with instrument panel in right foreground.

Astro Physician On Cancer Board

Dr. James Ryan, chief physician at Astronautics, has been named to the education committee of the San Diego Branch, American Cancer Society.



OUTDOOR PARADISE—Three-week hunting-fishing trip deep into Baja California is annual event for Convair SD's William A. Dickenson. Photo at left in top strip shows travelers setting up camp. Duck hunting was great as "Sissy" and "Sunday" (they're

Good Hunting!

SD Sportsman 'Lives Off Land' During Three Weeks in Baja

When Convair SD's William A. "Bill" Dickenson (Dept. 192-4) gets away from it all—he really "gets," but good.

For three weeks out of each of the past 20 years, Dickenson has disappeared into the more remote areas of Lower California to hunt and fish.

And from all indications he's more than just a little successful.

During his latest venture he never so much as opened a can of beans or bought himself a hot dog. His menu consisted of quail, duck, dove, clams, lobster and abalone.

His companions were Henry and Elizabeth Parrish of San Diego. Together they made an impressive sight maneuvering two four-wheel drive trucks, a 16½-ft. boat, two dogs and assorted hunting and fishing equipment.

"As expected, things got interesting once we were south of Ensenada," said Dickenson. "From that point on not a day went by that we didn't get game."

Around San Quintin Bay, where permanent camp was made for seven days, the men would hunt in the morning, one in the boat and the other stationed on shore.

"It was a regular shooting gallery with some flights numbering as many as 2,000 birds.

"The goose hunting was great, too," said Dickenson. "After putting the decoys out we'd slip on rain slickers that blended into the color of the lava rock formations and lie in wait. The waits were short."

When tired of fowl, the menu was varied with clams or lobster.

After breaking the bay camp, the trio moved down the coast to El Segundo, averaging speeds of only five or six miles an hour in the rough country. The total trip covered about 700 miles, nearly all of it off the beaten path.

"Quail hunting along the way

was fabulous," recalled the Convair man. "At one time we flushed five coveys in a row averaging 75 to 100 birds in each."

Estimated cost for the three-week vacation per person was about \$150, including license and shells.

Actually the toughest part of the whole affair is getting the proper Mexican permits and papers filled out, according to Dickenson. "Unwinding the government red tape may take an average of three days and it is necessary to see a bewildering number of officials," he said.

Shooting only enough game for meals, Dickenson didn't concern himself with either big horn sheep or deer. "I just don't like to spend four or five days on a mountain waiting for one shot."

Dynapak's Transfer To SD Completed

Dynapak personnel have completed the move from Pomona to San Diego with the occupation of the Fordham and Midway Sts. building a couple of weeks ago.

Sales, engineering, and administrative functions, including about 20 people, are now in the off-site building, vacated last fall by Convair SD service parts. Interior was completely renovated for the new tenants.

Production workers, about 30, are based in the manufacturing area at the SD seaplane ramp.

ACCOUNTANTS HONOR FAITHFUL MEMBER

George Hawke of Astronautics, controller's department was among a special group honored at the Jan. 11 meeting of the San Diego Chapter, National Association of Accountants. He was one of 15 men who attended all meetings during the club year.

Chesapeake) demonstrate. In third photo Dickenson and Mrs. Henry Parrish wait for lobsters to boil. In lower left photo Dickenson and Parrish polish off some 25 quail. Trio made rough-country trip in two four-wheel drive trucks.

Convairiety Helps Halt Engine Blaze

Convairiety's hottest copy was in the last issue.

It was so hot it caught fire—but not before putting one out at Fort Worth.

Jack Livingston, Dept. 24-3; Carl Shephard, 24-5, and H. Wayne Smith, 24-3, all ride to and from work in Smith's car. Two weeks ago each picked up a copy of Convairiety as he went out the gate. When the car failed to start they raised the hood. Flames shot up from the carburetor.

They smothered the fire with their Convairietys.

Mockup to Give Injury Drill

Convair FW firemen soon will get updated training in pulling "injured" airmen from a B-58 Hustler mockup.

First station of the wooden B-58 mockup is being fully equipped for the training program.

"Every fireman will get a chance to help an 'injured' B-58 pilot from the cockpit during a simulated emergency," says H. A. Cornell, Dept. 12.

Cornell, who will conduct the classes, says each fireman will be able to go through a practice maneuver each month.

"We'll also consider the various attitudes of a plane," says Fire Chief C. H. Jones.

"For instance, if the plane were in a nose-up position, the rescue operation would have to be conducted from atop a fire truck."

Wayne Hollingsworth, training specialist, says most of the training will take place on the wooden mockup, located outside Building 119 near the west gate.

SD Man Passes Structure Exam

R. L. Fefferman, Convair SD dynamics loads group engineer, was notified two weeks ago that he had received his California professional license as structural engineer.

The only Convair engineer to hold a structural engineer's state license, Fefferman joins 20 others with the same rating in San Diego.

A native of Minnesota, Fefferman came to Convair SD engineering in 1943 after serving as civil engineer for the Minneapolis airport. He received his California professional license as registered civil engineer in 1946 and the same year was loaned by Convair to the City of San Diego to formulate the city's master airport plan.

During the B-36 modification program he assisted plant engineering in evaluation of structural revisions to Plant 1 buildings, and was responsible for design of Model 8 flyway facility.



ON THE JOB—Max Goldman (SD-Dept. 192) may hold record for not missing day of work in some 30 years with Convair.

Three Decades Pass Without Single Absence

A record to top all records in work attendance is claimed by a Convair San Diego manufacturing control dispatcher.

Nearly 30 years is a long stretch to report to work every day, year in and year out, without missing a single work day. But that is what Max Goldman of Dept. 192-3 has done. Besides his perfect attendance record, he has never punched in late!

Since he first joined Consolidated Aircraft in Buffalo, N. Y., the spring of 1929 as a hand doper, Goldman has been on the job — constantly — except for a few periods of interrupted service during lay-offs in force.

He and his family drove west so that he could be on the job when the company opened in San Diego in the fall of 1935. In the years since, he has worked in a variety of different operations in the plant — paint shop, draw bench, interior trim, final assembly. In 1951 he went into production control, now manufacturing control, as a dispatcher. He was assigned to field operations during the entire 240-340-440 era. Now, as a manufacturing control dispatcher A, he controls purchased parts for Depts. 116, 117, and 180 in the crib on Bldg. 4 mezzanine at Plant 1.

His only hope is to finish his working years with a clean slate. That means another year-and-a-half, when he's eligible for retirement, without a missed day.

Preserved

Family Bible Retrieved by 'Trip Into Past'

L. L. Gardner of Dept. 81 recently discovered a treasure trove of antiques.

Trouble is, according to Gardner, "it would take a helicopter to get them out."

Recently, for the first time, Gardner visited the home of his late great-grandmother in the Missouri Ozarks, not far from Springfield.

He had to walk the last three miles to the house because the road has disappeared after 50 years of non-use. But the trip to the two-story log house was worth the effort.

Everything was just as it was when his widowed great-grandmother died a half-century ago.

Bed clothing was still on the mattresses. Books, yellowed with age, were intact in the bookcases. A spinning wheel in the parlor needed only someone to operate it.

Confederate money was in its original hiding place in a dresser drawer. The "drinking bucket" and its dipper were in their accustomed place in the kitchen.

The family buggy outside still had a like-new shine, underneath the dust.

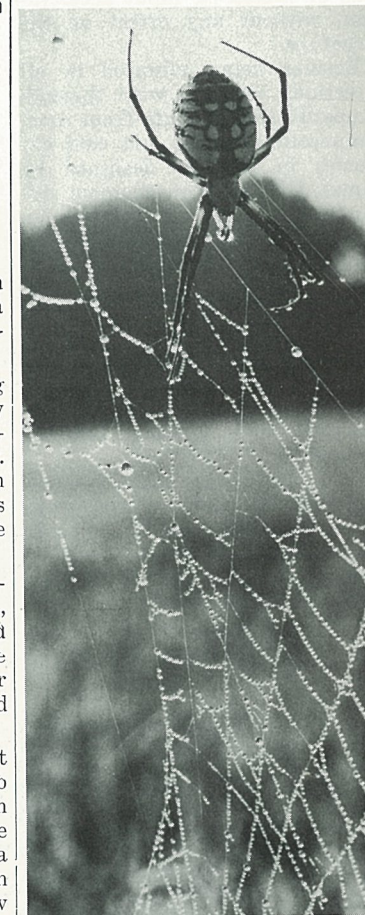
The little church adjacent to the family cemetery still has its pews and old pump organ in good condition, although no one has worshipped there in probably a half-century.

Gardner brought out three books: the family Bible and two Methodist hymnals, one dated 1813, the other, 1834.

First birth recorded in the family Bible was in 1810; the first death, in 1860. Gardner's great-grandparents were Mr. and Mrs. Clark Haile, whom he never knew.



L. L. Gardner



"RANSOM" — is title of this unusual photo made by Convair SD Camera Club member Ron Ainsworth. Photographer got up early in morning to capture "string-of-pearls" effect, actually dewdrops glistening on web. Ainsworth used plus 2 close-up lens set F16 at 30th of second. Photo won club's "Print of Year" award, will now be entered in city-wide competition. Ainsworth has been a consistent winner in Camera Club events.



"I'm a little worried about him . . . last night he left his pay check on the living room floor and dropped his shoes off at the finance company!"

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of seven divisions and a Canadian subsidiary, Canadair Limited, of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles, and space systems.

Electric Boat of Groton, Conn., submarines.

Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

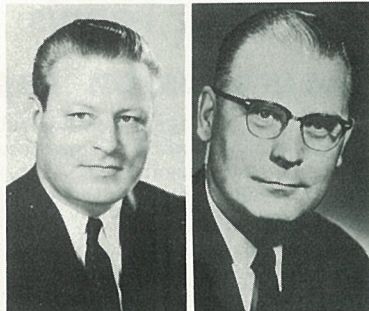
Electro Dynamic of Bayonne, N. J., electric motors, generators. Material Service Division, Chicago, Ill., building materials, concrete products and coal.

* * *

Organization Chart For Dynamics Revised

A new and revised General Dynamics organization chart and related changes to the corporate management manual define the duties of the corporation's executive vice presidents and outline their relationships to other corporate, division and subsidiary executives.

C. Rhoades MacBride, executive vice president-operations, and W. P. Gullander, executive vice president-finance and admin-



C. R. MacBride W. P. Gullander

38 Specialists On Cal. Faculty

Thirty-eight General Dynamics Corporation specialists in the San Diego area are members of the University of California Extension faculty for the spring session beginning this week.

The group includes one from Convair General Office; 12 from Convair San Diego; 18 from Astronautics; six from General Atomic; and one from Stromberg-Carlson.

Roy F. Ashe, Convair director of estimating, will conduct an aircraft industry cost estimating course.

M. S. Lachman of Convair SD educational services will be leader of the 10-session management seminar. Dr. A. E. S. Green, Convair SD chief of physics, will be coordinator of a lectures series on space logistics; Dr. D. B. Medved, Convair SD staff scientist, is coordinator of a super aerodynamics lecture series.

Other instructors from Convair San Diego are: James R. Barthel, senior physicist; Maxwell Frank, publications editor; Kenneth G. Hendershot, senior thermodynamics engineer; James B. Herreshoff, design specialist; Leo Lapidus, assistant computer group engineer; Hideyoshi Nakamura, design specialist; Wallace W. Short, staff scientist; Richard K. Walter, design specialist; Herbert T. Wexler, engineering staff specialist.

Astro men are: Floyd I. Backus, senior dynamics engineer; Carl G. Erickson, senior electronics engineer; Raymond A. Ezekiel, management development specialist; James J. Fithian, electronics engineer; Edward M. Getzoff, lead engineer; Ernest A. Hamilton, electronics engineer; James R. Haskins, senior research engineer; Ralph H. Hinrichs, senior electronics engineer; Eugene C. Huebschman, design specialist; John E. Leib, design specialist; K. Leon Montgomery, senior research engineer; W. Duane Montgomery, research engineer; N. Thomas Norden, management development specialist; Cyril H. Nute, test engineer; Conway C. Sams, research engineer; Alfred F. Schmitt, design specialist; Philip J. Swanson, group engineer; Bruno F. W. Witte, senior research engineer.

General Atomic is represented by James H. Alexander, assistant chief of mathematics and computing; Gilbert B. Melese, research and development staff; Rudolph W. Preisendorfer, mathematician; Ward C. Sangren, chief of mathematics and computing; Marius Troost, research and development staff member; Kon Worth, research assistant.

William C. Slagle, senior electronic engineer with Stromberg-Carlson, San Diego, completes the list.

Erickson, Getzoff, Swanson, Hamilton, Fithian, Astro engineers; and Herreshoff, Walter, and Hendershot of SD engineering are conducting engineering review courses for California Professional Registration examinations. Last day to file for August examinations is April 1. Classes are now in progress for April engineer-in-training examinations.

istration, report to the president, Earl Dallam Johnson, and exercise his delegated authority in the direction and coordination of the activities of all divisions and subsidiaries and the corporate staff.

MacBride exercises the delegated authority of the president in directing and coordinating the activities of the divisions and subsidiaries. Reporting to him are the executive heads of the operating units along with the senior vice president-engineering, the vice president-personnel and secretary, the vice president-plans and programs and the vice president-special projects.

Gullander exercises the delegated authority of the president in directing finance, accounting, auditing and other corporate functions. Reporting to him are the vice president-advertising, the vice president and assistant to the executive vice president, the vice president and chief counsel, the vice president and comptroller, the vice president-public relations, and the vice president and treasurer.

Plant 2 Move Nearly Over

Late this month Convair Astronautics will complete its transfer of major missile tank manufacturing operations from the main plant to Plant 2 at SD.

Feb. 27 is the completion date for installation of the final welding fixture.

Astro launched the program about mid-June. It involved the installation of some 23 new major fixtures added to those available at that time. In addition, some 70 major fixtures were shifted from the Astro factory to Plant 2. Not included are hundreds of smaller items.

The entire move was completed exactly to a schedule adopted in December, 1959.

Approximately 260 Astro employees involved in tank manufacturing, tank inspection and such functions as plant engineering, manufacturing control, industrial engineering, etc., made the transfer.

By carefully backlogging parts, etc., Astro was able to maintain close schedules throughout the move without interruption.

Missile tanks completed at Plant 2 are now trucked to the main plant to begin final assembly operations.

Gen. Cooke to Talk At IAS Conference

A retired Air Force general will discuss "Central Theme," (Transition from Aircraft to Missiles and Spacecraft), before members of the Texas section, Institute of the Aeronautical Sciences, Friday.

Gen. Orval R. Cooke, now president of Aerospace Industries Associates, will address the group at 9:15 p.m. in Ridglea Country Club, following a social hour beginning at 7 p.m., and dinner.

Convair employees may get reservations through ext. 2901 at FW.

B-24 Radioman Recalls Hit On Battleship

Recent installments of Convairiety's history of Convair which have been dealing with wartime exploits of B-24 Liberators have more than a passing interest for C. F. Gonzales (Dept. 6).

He not only helped make the bombers at San Diego between 1940 and 1943, but later flew as a radio operator in a Liberator, chalking up 39 missions, all in the same plane.

Gonzales especially remembers one mission Oct. 26, 1944, for which crew members received the Presidential Unit Citation.

Flying from Noemfoor in New Guinea, the mission helped turn back the Japanese fleet which was maneuvering to prevent MacArthur from getting into Leyte.

"We logged 17½ hours, certainly one of the longest flights on record up to that time," recalled Gonzales. "Because of the heavy load of fuel, we could only carry one 500-lb. and one 1,000-lb. bomb."

"After considerable search, the fleet was located in the Sulu Sea. Coming in at 10,000 feet, one of our bombs landed on a battleship and it was later verified as a direct hit."

From June of 1945 until war's end Gonzales was a radio operator instructor at Yuma Air Force Base, Ariz. He rejoined Convair SD after his discharge and will soon receive his 20-year pin.

TECHNICAL WRITING CLASSES SCHEDULED TO BEGIN NEXT WEEK

New classes in technical writing at Convair San Diego will start next week with sessions for beginning and advanced writers as well as a special workshop being offered for the first time.

The beginning course will be taught by Allen Walden (Dept. 15) each Monday and Wednesday, between 4 and 5:30 p.m.

Both the advanced class and the workshop session will be conducted by Louis Henderson (Dept. 15). Advanced students will meet Mondays and Wednesdays starting Feb. 6; the first workshop is scheduled Feb. 7. The workshop will then continue on a regular Tuesday and Thursday schedule. All classes are held in the plant.

Henderson said the workshop is planned for the writer who has completed the first two basic technical writing courses. It will involve practical application of the principles learned and set the student to preparing pamphlets, manuals and publications in accordance with military and commercial specifications.

Additional information and registration details concerning classes can be obtained by calling Lee Woll, ext. 491, Plant 1 at SD.

Two 'Convair Sons' Face Navy Careers

Two FW "Convair Sons" have been appointed to the U. S. Naval Academy at Annapolis by Congressman Jim Wright.

They are Davis O. Smith, 18, son of Oliver W. Smith, auditor and office manager for Coburn Catering Co.; and Randy Cope, 17, son of Charles Cope of Convair's motion picture section at FW.

A graduate of Paschal high, Davis is now a freshman at University of Colorado. Randy is now a senior at Paschal and will graduate in June.

Physicist Attends Aerospace Meeting

Donald H. Robey, Astronautics physicist, is one of the featured participants in the seventh annual meeting of the American Astronautical Society in session this week in Dallas.

The Jan. 16-18 gathering drew hundreds of top aerospace specialists in the United States.



BALIKPAPAN—Maj. Gen. St. Clair Streets' 13th AF Liberators are shown during fourth raid against Borneo oil refineries. B-24s were accompanied by P-38s and P-47s for fighter protection.

Costly Raids

Long Range B-24 Strikes Aimed At Borneo's Oil Refineries

(Following is installment No. 52 of Convairiety's continuing history of Convair and Convair aircraft. Current installment continues account of B-24 contributions in Pacific.)

During the New Guinea campaign, a cherished goal was acquisition of an airfield within Liberator bombing range of the refineries at Balikpapan, Borneo, thought to be the primary source for Japanese aviation fuel. Borneo was within extreme cruising distance for Australia-based B-24s. Nine heavies of the 380th Group reached Balikpapan on an amazing 17-hour round-trip flight from Darwin in August, 1944, but were able to hit the target only lightly.

With capture and improvement of the Noemfoor airfield in Northwest New Guinea that fall, it was believed that Balikpapan had been brought within extended B-24 range if the mission were carefully planned; 2,350 miles round trip, to be covered in a little over 14 hours' flying time, starting with a load of 2,500 pounds of bombs and 3,590 gallons (21,540 pounds) of fuel.

(On a typical routine mission, 5th Air Force Liberators flew about 1,500 miles in nine hours, carrying 6,000 to 8,000 pounds of bombs and 2,000 to 2,700 gallons of fuel. Missions were calculated for a ground speed of 157 mph, cruise altitude of 8,000-9,000 feet, bombing altitude of 12,000-13,000 feet.)

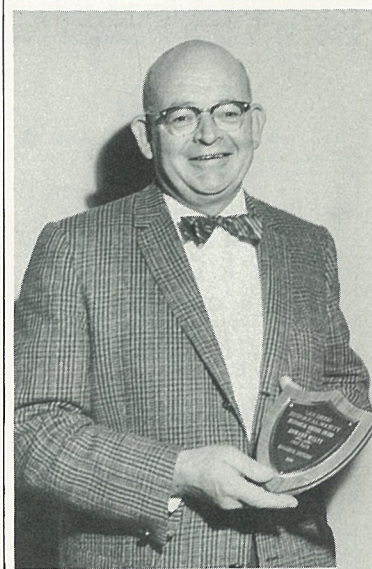
Representatives of Convair and Pratt & Whitney (engines) worked with 5th and 13th Air Force officers in setting up the flight plan, including a timetable for shifting weights: transfer bomb bay (auxiliary) fuel at 4 hours, shift one crewman from waist to tail at 6½ hours, bring two crewmen forward to flight deck at 9 hours. Ninety minutes after leaving the target, all machine gun ammunition (1,362 if none had been fired) was to be jettisoned.

Seventy-two heavies of the 5th, 90th and 307th groups took off from Noemfoor starting at 4 a.m. Sept. 30 and all but two reached the target, the Pandansari refinery being hardest hit. Heavy AA and fighter interception cost four Liberators. The 307th group was badly battered in the next strike Oct. 3, when the 20 planes were intercepted by 40 fighters from a crack naval air unit. During a running engagement that lasted 70 minutes — all the way back to the coast of Celebes — 24 fighters were shot down, but the group lost seven bombers.

The fourth and most successful raid put 73 Liberators over the

refineries Oct. 14, accompanied by long-range P-38s and P-47s from the new fighter base at Sansapor, New Guinea. After this assault the Edeleanu refinery was in ruins and the Pandansari out of action, though repairable. (After the war, interrogation of Japanese showed that the most effective neutralization of Balikpapan probably was achieved by mine-sowing Catalinas from the Royal Australian Air Force. Their night sorties crippled ship-borne oil deliveries.)

The cost of the Balikpapan strikes was high — 22 bombers and nine fighters — but 60 combat crewmen were rescued by Catalinas and the submarine USS Mingo; and 152 Japanese fighters were claimed shot down. (Major Richard I. Bong, the leading AAF ace, supposedly was retired from combat at this time, but he accompanied one mission as an "observer" and got his 29th and 30th planes.)



TOP AWARD — Howard O. Welty of Convair General Office public relations holds plaque from San Diego County Historical Society citing his history of Convair as winner in magazine division for year. Series appears continuously in Convairiety.

Nelson Fuller Gets Rotary Liaison Post

Nelson Fuller, a member of General Office public relations staff since 1944, has left Convair to join the secretariat of Rotary International at Evanston, Ill.

A former president of the Rotary Club of Pacific Beach (San Diego), Fuller headed the County Rotary Council in 1959.

Operating from Evanston, Fuller will handle liaison with Rotary district governors in 120 countries.

All-Star Cage Fray Opens Play In New CRA Fieldhouse Feb. 3

CRA's new fieldhouse jumps to life Friday at 7:30 p.m. when a whistle starts play in the first annual All-Star basketball game. It's the first scheduled activity in the fieldhouse.

All-Star players were chosen by team managers from each of the two leagues, CRA and Convair. Managers for the All-Star game are heads of the two top teams in each league. CRA League managers will be John Perdue of the Exes and Vernon Wright of Process Control. Convair League managers will be L. E. Robinson of the Ball Hawks and Cal Post oak of Engineers.

A total of 10 players will make up each squad. Eight players were selected by the point system, and the managers of each team chose two players to complete the team.

Teams leading each league, Exes of CRA and Ball Hawks of Convair, dominated the selections. Each of them had four men selected for the All-Stars.

Members of the CRA League All-Stars are Dave Freeman, Process Control; Ed Sweeney, Electronics; Bob Eisenhower and Charles Evans, Dept. 93; Monty Woodruff, Bill Blakemore, Ralph Murphy and Doug Cooper, Exes.

Managers' choices are Laverne Lee of Exes and James Higgs, Process Control.

Convair League All-Stars are Coy Bowman, Flight Test; John Vick, Props; Paul Baumgardner and Bruce Long, Engineers, and Dan Standlee, Lynn Wallace, Deland Callison and Bob McDonald, Ball Hawks. Managers' choices are Pete Mais and Henry Spence, Ball Hawks.

There will be no admission charge for the game.

Commented Doug Cooper, basketball commissioner:

"I would like to extend a cordial invitation to everyone to come out and see the game and the new fieldhouse."

Farber Is Author Of History 'Book'

A former Convair FW engineering writer recently completed a book, "Fort Worth in the Civil War."

James Farber, now a member of the Fort Worth Star-Telegram editorial staff, compiled the book from a series of articles he wrote for the paper as part of its observance of the centennial of the Civil War.



INTERNATIONAL ROMANCE—Russo-American diplomacy is spoofed in "Romanoff and Juliet," Wing and Masque's next production opening Feb. 9. Rehearsal shot shows bearded Pieter van der Vliet encouraging the mixed-up romance of Sam Smith and Gerri Wideman.

Junior Baseball Meet, Sign-Up Set for CRA Clubhouse Feb. 11

Maybe there'll be snow and ice on the ground, but baseball spring training—not the weather—will be the big topic at 9 a.m. Saturday, Feb. 11, in CRA Clubhouse.

R. B. Smith, junior baseball commissioner, has invited all boys ages 10 to 18, inclusive, to meet with him then to sign up for teams. Managers and prospective managers also are invited to the meeting.

Training sites as near their own neighborhoods as possible will be lined up for the younger boys. Smith said present plans call for at least 13 teams, possibly more. Only cost to team members is gloves and shoes.

CRA will furnish uniforms, bats, balls, catcher's equipment, and umpires.

Meanwhile, Smith announced the following list of neighborhood team managers. Boys interested in playing are invited to call them direct for further information:

Boys 12 and under:
River Oaks, C. F. Holder, PE 8-4239.

Ridglea West, C. S. Gotcher, PE 7-3998; Fred Keith, PE 8-0844.

South Side, W. A. Tuggle, WA 7-7483.

Boys 13 and 14:
Ridglea, Bob Strong, PE 7-9806.

River Oaks, D. Kappel, MA 4-4056.

South Side, Bill Bowden, WA 3-1510.

Boys 15 and 16:
Ridglea, C. L. Stinson, PE 8-8429.

Four additional team managers are still needed, Smith said: two for teams of boys 12 and young-

er; one for the 13-14 age group; and one for the 15-16 age group.

Manager for the senior group, 16 through 18 years, will be announced later, according to the commissioner.

A boy must have an immediate member of his family working at Convair to be eligible for the CRA teams.

Model Plane Meet Set for Feb. 12

Control Line group of CRA's model plane activity will feature a "rat race" and "proto speed" event in a Feb. 12 contest starting at 1 p.m. in Forest Park. Gift certificates for model supplies will be awarded in each event.

W. D. Kitchens was first-place winner in the model airplane radio control contest Jan. 21 at Benbrook Lake. W. R. Reeves and C. L. Price tied for second place.

"There was good participation in spite of the cold day," reported Commissioner C. L. Price Jr.

Ladies to Learn About Hat-Making

Ladies, now might be a good time to start making your own Easter bonnet.

That's the word from Lois Cole, in announcing plans for a hat-making demonstration at 7:30 p.m. Feb. 8 in the Clubhouse. Demonstrating will be Mrs. Mae Mearns.

"We've had quite a few requests for this program," Mrs. Cole said.

Door prizes will be awarded, and refreshments served.

W&M Comedy Opens Six-Night Run on Feb. 9

Love and international politics get hilariously mixed up in Wing and Masque's next presentation, "Romanoff and Juliet," scheduled for a six-night run beginning Feb. 9.

Lloyd Crader is directing the CRA drama group's presentation of Peter Ustinov's three-act comedy based on life and love in the diplomatic corps of the U. S. and Russia—in a neutral country.

Performances will be in Wing and Masque Playhouse, 2966 Park Hill Drive, Feb. 9, 10, 11, 17 and 18, with 8:15 p.m. curtain.

Gerri Wideman plays Juliet, an American girl. Sam Smith is cast as Romanoff, a Russian.

Rounding out the cast are Theoda Cobb, ambassador's wife; Pieter van der Vliet, general; Grady Johnson, spy; Paul Hinds, American ambassador; Clyde MacSween, American boy; Chet Perkins and Phillip Dean, soldiers; Dick Lederer, Russian ambassador; Virginia Lederer, wife of Russian ambassador; Doug Grey archbishop, and Carrie Brent, Russian girl.

2 Table Tennis Tournaments on Tap

CRA's table tennis enthusiasts are looking forward to competing in two tournaments less than a week apart; one plantwide, the other statewide.

Convair monthly tournament will be Feb. 19, beginning at 2 p.m. in the Clubhouse. Events will include men's and women's singles and doubles, boys and girls 17 or under, and "midgets," 13 and under. Trophies will be awarded to winners only, said Commissioner Mounty A. Burt.

The state tournament will be on Feb. 25-26 in Sycamore Recreation Building, starting at 1 p.m. the 25th. Applications for entering this tournament are available in the CRA plant office.

Openings Exist In Bridge Class

Intermediate bridge players still have time to enroll in a new weekly class that started last Friday with Henry Weltman as instructor.

Members may register not later than the second class, Friday, Feb. 3. The class will meet on Fridays at 6:30 p.m. for six weeks. Registration fee is \$3 per person. Class periods end at 7:45 p.m.

Camera Club Meets

Camera Club members have a "home talent" show scheduled at 7:30 p.m. Feb. 8 in CRA Clubhouse. They'll show each other their own movies.

Log Book Entries

Promotions

Fort Worth

Promotions to and within supervision, professional and administrative effective Jan. 16:

Dept. 3: to industrial relations analyst, R. L. White; to special courses instructor, H. D. Ramsey; to supervisor, H. Clark Jr.; to training specialist, H. W. Hollingsworth.

Dept. 6: to aerodynamics group engineer, C. F. Strobbe; to design engineer, B. G. Williamson; to propulsion engineer senior, W. E. Ball, T. M. Olcott; to test engineer senior, C. B. McCullar Jr.

Dept. 11: to contract coordinator, A. B. Perches; Dept. 21: to spares representative, J. A. Johnson.

Dept. 29: to quality control liaison man, R. G. Jacot, D. Martin; Dept. 33: to assistant foreman, Z. McDonald.

Dept. 35: to assistant foreman, C. A. Rhine; Dept. 85: to product support engineer, J. M. Walden; Dept. 87: to chief of material control and services, H. G. Booth; to chief of vendor research and evaluation, R. B. Stangl.

Dept. 88: to chief of material cost and value control, J. L. Boyd; to chief of material estimating, C. J. Vitek.

Dept. 89: to material liaison man, J. T. Francisco, E. G. Ward, W. E. Wright; to subcontract management coordinator, J. T. Dickenson, C. Bailey Jr., R. P. Hubert, C. L. Passmore, J. T. Ringo, R. E. Van Dyke; to subcontract management representative, P. F. Aiken, H. E. Crossan, R. E. Curda, R. E. Emerson, C. L. Gaskamp, H. T. Jeane, W. L. Lacy, R. G. Rucker Jr.; Dept. 96: to assistant foreman, J. F. Ivey.

Awards

The following received Employee Suggestion awards totaling \$895.70 for the period ending 17 January:

Dept. 4, E. L. Birdwell; Dept. 21, J. B. Moss; Dept. 22, B. B. Hollabaugh.

Dept. 25, B. J. Austin, M. C. Boyd, H. L. Brown, L. M. Vaughn, C. A. Wagner.

Dept. 35, I. G. McBryde, F. M. McGee; Dept. 41, H. H. Langham Jr.; Dept. 46, J. A. Pacheco.

Dept. 53, R. O. Ivey Jr.; Dept. 57, T. H. Moore; Dept. 58, D. W. Henderson.

Dept. 75, J. E. Barnes, J. T. Dinsmore, M. L. Goss; Dept. 81, D. F. Longley; Dept. 92, V. E. Blad.

Retirements

HUGHES—R. R., Dept. 29-1. Seniority date Jan. 11, 1943 (FW), retirement effective Jan. 13. 3204 Rita Lane, Fort Worth, Texas.

LAIN—S. B., Dept. 81. Seniority date Jan. 28, 1946 (FW), retirement effective Jan. 28. 3201 Huron Trail, Fort Worth 14, Texas.

SCOTT—J. J., Dept. 64. Seniority date Sept. 9, 1942 (FW), retirement effective Jan. 31. Rt. 3, Box 209, Fort Worth, Texas.

STOOKEY—C. K., Dept. 6-5. Seniority date Jan. 11, 1943 (FW), retirement effective Jan. 20. Rt. 9, Box 227, Fort Worth, Texas.

JEANES—N. B., Dept. 21. Seniority date Oct. 9, 1942 (FW), retirement effective Jan. 31. 1090 N. Race, Stephenville, Texas.

Births

Fort Worth

RICHMOND—Cristi Lynn, girl, 7 lbs. 13½ oz., born Jan. 15 to Mr. and Mrs. Robert Richmond, Dept. 6-8.

Deaths

PETERMAN—T. L., Dept. 46, died Jan. 17. Survivors include his wife, three sisters and one brother.

Personals

Our deepest appreciation to all our Convair friends for the floral tributes, cards, and help given us upon the death of our two sons.

Mr. and Mrs. Jack L. Sartor and daughter, Dept. 36.

I wish to express sincere appreciation and thanks to all my Convair friends for their kind expressions of sympathy at the death of my husband.

Mrs. T. L. (Louise) Peterman, Dept. 6. I wish to thank my many Convair friends for their expressions of sympathy upon the recent death of my father, H. N. Humphrey.

R. E. Humphrey, Dept. 24-1

Hitchhikers

Ride Wanted From

4121 Mattison (Arlington Heights), 7 a.m. shift, call L. E. Evans, PE 8-1354.

1808 Lipscomb, 3:45 p.m. shift, call L. Sessums, WA 3-8375.

Beach and E. First (Riverside), 8 a.m. shift, call L. A. Gonzales, TE 8-7044.

2225 Beryl (Riverside), 8 a.m. shift, call Kenneth Goodman, TE 4-0747.

1511 Clover Lane (corner Camp Bowie and Clover Lane), 8 a.m. shift, call Bob Gower, ext. 3834.

3701 Mattison (Arlington Heights), 7 a.m. shift, call B. J. Phillips, PE 8-8136.

1637 N. Tierney Rd. (Meadowbrook), 8 a.m. shift, call R. F. Hawkins, JE 4-3515.

Between Rhome and Boyd, 7 a.m. shift, call O. J. Currie, ext. 3729.

Riders Wanted From

Browning Heights or Oakhurst, 8 a.m. shift, call J. A. Ward, TE 8-9945.

Handley Meadowbrook Areas, 7 a.m. shift, call C. L. Brockman, JE 6-7219.

Car Pools

MEMBERSHIP WANTED—from Dallas (Oak Cliff), 8 a.m. shift, call J. D. Waters, ext. 3606.

Lost and Found

LOST—Black suede purse, containing billfold and accessories. Lost on Silver Creek Rd. between bridge and Convair west gate Jan. 25. Contact M. M. Davenport, MA 6-3119. Reward.

LOST—Gold charm with inscription on back, "To Lorene, Love Bill, 11-21-60." Call W. R. Sheehan, PE 8-5005.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego-Palmdale-Holloman, Pomona, Astronautics, Astronautics Off-Site, and Mail Edition) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

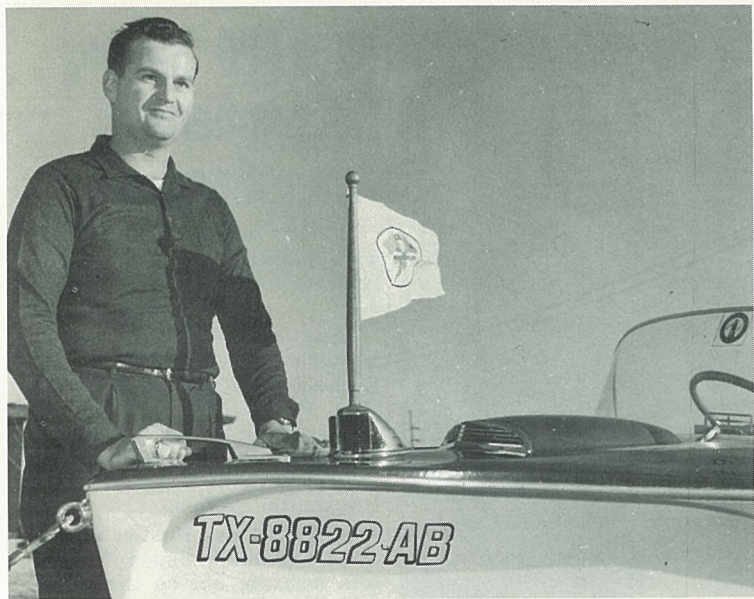
SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 72, Administration Building, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Dave Lewis, Fort Worth editor; Louise Sutton, Mary Beck. Mail zone 0-50.

Astronautics Editorial Offices, Bldg. 8, Astro Site, ext. 3322. Staff: Bryan Weickersheimer, Astronautics editor; Willard Harwood.

Pomona Editorial Offices, Room 106-D, Bldg. 1, ext. 6226, mail zone 3-3. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Palmdale news representative, CRA office, Room 36, Bldg. 301B, ext. 331, Palmdale facility. Holloman: O. J. Ance, industrial relations, ext. 20, Holloman AFB.



SWABBING DECKS—Don Green, newly-elected commodore of CRA Boat Club, shines up his craft in preparation for a busy season. Commodore Green was a Navy swabbie during World War II.

New Slate

Don Green, 'Sea Going' Gob, Voted Boat Club Commodore

A former sea-going gob is the newly-elected commodore of CRA Boat Club.

He is Don Green, who last year served the club as captain.

Other new officers are V. J. C. Tolliver, vice commodore; J. R. Witte, captain; Bill Bierwirth, lake commander; Dorothy Gean Van Hooser, secretary, and Frank Foight, in charge of education and safety.

Green served in the Navy in World War II, operating amphibious craft on the West Coast. He left the service as a fireman first class.

Both Green and his wife, Benjie, work at Convair. He is assistant foreman in Dept. 22-4 (manufacturing control), and Mrs. Green is a blueprint clerk in Dept. 22-2. They have two daughters, Patricia, 8, and Donna, 11.

The new commodore's own craft is a streamlined, 15-foot fiberglass beauty, red and white. The Greens have never got around to naming their boat. "All she has is a number," Green laughed.

Green has had his boat since 1959. It's equipped with a 35 horsepower motor, plenty of pow-

er for skiing, which the whole family enjoy.

"I'm no fisherman," says the commodore.

All boats in the club fly special CRA flags on their bows, and decals identifying the owner as a CRA boatman.

In addition, Commodore Green's boat has a sticker reading "National Guard Missile Age Minute Men." He's a captain (staff officer) in the 249th Signal Battalion of the 49th Armored Division.

With Convair 12 years, Commodore Green has been a member of the Boat Club the past three.

Club's new officers are conferring on plans for the spring boating season. First social activity of the new season will be a dance Feb. 10 at the National (formerly Bohemian) Club. Art Davis and his orchestra will play.

Astronomers Set Up Own Library

Astronomy Club has established its own library of books on astronomy and allied sciences. The club plans to acquire two or three new books each month, according to Commissioner Art Gilligan.

Cy Foreman is librarian.

Members may check out books for two to three-week periods, Gilligan said. The library is in the Astronomy Room in the main Clubhouse. Ultimate goal of the club is for a library of at least 200 books.

Gilligan praised the recent activities of the second shift group, who have been meeting with I. J. Theriot, advisor on radio astronomy.

CRA Council Approves Travel Activity, Organizational Meeting Slated Feb. 22

A new Travel Activity for all CRA members and their immediate families has been approved by CRA Employees' Council, President Art Gilligan announced.

Organizational meeting is slated for 7:30 p.m. Feb. 22 at CRA Ballroom, according to Travel Activity Commissioner E. L. Magers.

"Purpose of the activity is to afford members the advantages of planned group tours anywhere in this country or abroad," Gilligan said.

"We're extremely happy to get the activity started, for it is one of the latest and most popular group recreational activities in the country."

Eligible for membership in the Travel Activity are all CRA members and their immediate families, Magers pointed out.

Only Travel Activity members will be able to participate in organized trips. And no employee will be eligible to make a chartered-flight trip until he's been a member six months.

"This means," Magers said, "that the activity won't be able to make a chartered-flight trip for at least six months."

"However, members will be able to organize other trips as soon as they like, using whatever means of transportation they wish."

Magers stressed two points:

"Trips must be taken on the employee's vacation only. And in no instance will a member be granted a leave of absence by Convair to make one of the trips."

"Again," he pointed out, "I want to stress the importance of the organizational meet Feb. 22."

"We're going to set up ground rules for the activity, appoint committees, and decide tentatively how, where and when possible trips will be made."

"In addition, we'll attempt to answer any questions any employee might have about this new activity."

Gilligan said that travel activities had proven extremely pop-

ular in some other organizations.

Formation of the Travel Activity brings to 37 the number of CRA activities now available to Convair employees and their families.

Magers to Head Travel Activity

E. L. Magers, industrial relations representative, has been appointed commissioner of the newly created CRA Travel Activity by T. G. Croft, chief of employee services.

Magers is active in CRA and Management Club affairs. He

is currently serving as chairman of the club's committee on industrial tours.

An employee of Convair since 1943, Magers holds a masters degree in economics and government

from North Texas State College. He is on the staff of the TCU Evening College.

Organizational meeting of the Travel Activity is slated for 7:30 p.m. Feb. 22 in CRA Ballroom.

14-Week Radio Course Offered

Dit . . . dit . . . dit . . . da . . . da.

Attention, radio hams: CRA Radio Club's offering a 14-week course for novices through general class licensees, beginning Feb. 14, in the Air Force Reserve Building, 2808 Crestline Rd.

Instructor will be Walt Kovar, KECBK.

Classes will begin at 7 p.m. each Tuesday and Thursday. Enrollment's open.



Ranch Riders Plan Big Splash In Rodeo Grand Entry Saturday

CRA Ranch Riders on their own mounts will contribute to the color and glamour of the Stock Show rodeo's grand entry Saturday at 8 p.m.

Leading the Riders will be club sweetheart, Gloria Hunt, 17, on her saddle-bred mare, Cindy. Gloria's dad, Roy R. Hunt, works in Dept. 8.

Ranch Commissioner Claude Schmidt said probably 25 club members will ride in the grand entry.

CRA entries drew big applause in last Friday's big downtown parade preceding opening of the Stock Show. Ranch Riders, again led by Gloria, added to the parade's excitement. They wore their official outfits, including white shirts and gay red ties. Their mounts sported special new blankets.

Another eye-catcher was an authentic prairie schooner, driven by Bailey Burks, ranch supervisor, and pulled by handsomely plumed Scooter and Sam, the two black Percherons Burks recently acquired.

Other Convair riders accompanied a float featuring a live old-time barn dance. Backdrop for the float, Western scenes, was painted by E. D. Weimer, art commissioner, and Bill Helena. Floral decorations were arranged by a group headed by Helen Baggett. Dancers skipped and circled to the music of the Denton Playboys.

Schmidt stressed that all riders in the grand entry must have health certificates for their horses. They must also sign a waiver releasing the show from any responsibility for riders, equipment or property.



WESTERN ART—Bill Helena, left, and E. D. Weimer, CRA art commissioner, contributed many off-time hours painting the Western-theme backdrop for the square dancers' float that was a highlight of Friday's Stock Show parade.

Stamp Clubbers Will See Film

Stamp Club members will view a film on the "American Credo Series" at 7:30 p.m. Feb. 7 at CRA Clubhouse. The film was produced by the Postoffice Department.

Stamp and Coin Commissioner L. R. Wilson also announced plans for a Coin Club auction Feb. 14, beginning at 8 p.m. in the Clubhouse.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, February 1
ASTRONOMY: meeting, 7:30 p.m., CRA.

Thursday, February 2
ART: oil painting class, 7 p.m., CRA.
BADMINTON: play, 7:45 p.m., W. C. Stripling Junior High School.
RADIO: operating, 7:30 p.m., CRA.
ROCKHOUNDS: stone cutting class, 7 p.m., CRA Rockhound Workshop.
SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.
VOLLEYBALL: play, 6:30 p.m., W. C. Stripling Junior High School.

Friday, February 3
ART: oil painting class, 9:30 a.m., CRA.
BRIDGE: duplicate session, 7:30 p.m., CRA.

Saturday, February 4
ARCHERY: tournament, CRA.

Sunday, February 5
ARCHERY: tournament, 2 p.m., CRA.
GO KART: race, 2 p.m., CRA.
TABLE TENNIS: play, 2 p.m., CRA.

Monday, February 6
MOVIE: "1955 Indianapolis Speedway Race." Shown lunch period, 50-foot aisle.

Tuesday, February 7
STAMP CLUB: film, 7:30 p.m., CRA.

Wednesday, February 8
ASTRONOMY: meeting, 7:30 p.m., CRA.
CAMERA: meeting, 7:30 p.m., CRA.
WOMEN'S ACTIVITIES: hat making program, 7:30 p.m., CRA Clubhouse.

Thursday, February 9
ART: oil painting class, 7 p.m., CRA.
BADMINTON: play, 7:45 p.m., Stripling Junior High School.
RADIO: operating, 7:30 p.m., CRA.
ROCKHOUNDS: stone cutting class, 7 p.m., CRA Rockhound Workshop.
SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.
VOLLEYBALL: play, 6:30 p.m., Stripling Junior High School.

Friday, February 10
ART: oil painting class, 9:30 a.m., CRA.
BRIDGE: duplicate session, 7:30 p.m., CRA.

Sunday, February 12
MODEL AIRPLANE: control line contest, 1 p.m., Forest Park.
TABLE TENNIS: play, 2 p.m., CRA.

Monday, February 13
MOVIE: "1959 Indianapolis Speedway Race." Shown lunch period, 50-foot aisle.

Tuesday, February 14
COIN CLUB: auction, 8 p.m., CRA.

Wednesday, February 15
BRIDGE: duplicate session, 9:30 a.m., CRA.

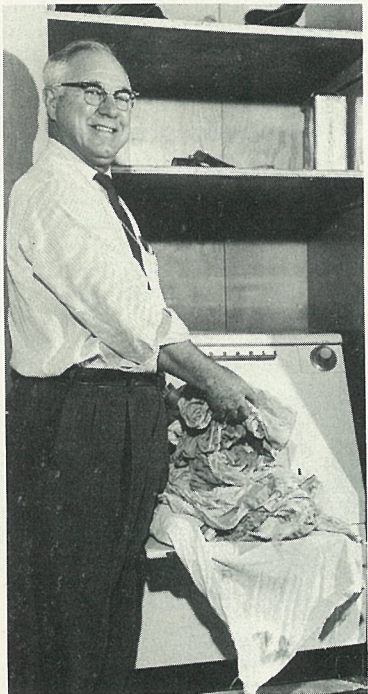


PULCHRITUDE, ATMOSPHERE—Winsome Gloria Hunt, 17-year-old CRA Ranch Riders Club sweetheart, rode her mare Cindy in Stock Show parade, and will lead Riders in Saturday's 8 p.m. rodeo grand entry. Right photo, Claude Schmidt, CRA ranch activities commissioner, is aboard the authentic prairie schooner pulled in Friday's parade by "Sam" and "Scooter," matched black Percherons.



Endless Cycle

Every Day Is Wash Day at FW To Clean a 'Mountain' of Rags



ALWAYS WASHING—Convair FW has its own "home laundry," operated daily under supervision of Sanitation Chief Guy Nesbitt.

990 Jetliner Up Two Hours On First Hop

Convair's newest jetliner, the 990, was due back at Lindbergh Field last weekend after completing its first 10 hours in the air, operating out of North Island Naval Air Station at San Diego. (Federal Aviation Agency requires that all new planes have 10 hours in the air before landing on commercial fields.)

Debut of the 990 at 10 a.m. Tuesday (Jan. 24) rivaled in public and Convair attention the 880's maiden flight just two years ago (when grade school classes were released to watch and curious motorists parked on Pt. Loma.) Hundreds lined the fences along the runways and watched from vantage points on Pacific Highway as the larger, faster ship rose from the field.

At the controls was Don Germaraad, chief engineering test pilot, who also piloted the first 880 on Jan. 27, 1959. He took off in 3,500 feet of Lindbergh Field's 8,000-ft. runway, wheeled the big plane toward the sea and a two-hour, three-minute flight, cruising between the mainland and Catalina Island. The landing at North Island was uneventful and Germaraad's comment was "a very clean airplane."

Nearly 100 Convair SD men were shuttling back and forth from SD seaplane ramp boat landing to North Island during the days the 990 was based there. Steve Barinka's field operations crews, around 40 on two shifts, moved over to the island for their day and evening work hours to take care of all 990 maintenance. Others, making the trip to keep close tabs on initial flight testing, were from flight test engineering, electronics installation, manufacturing control, inspection, FAA designees from the quality control department.

Convair 990s will be moving out of SD plant to customers by early summer and go into passenger service by fall. Thirty-seven of the large jetliners have been ordered by four airlines — American, Swissair, SAS, and REAL.

Most people wash on Mondays. But every day is wash day for Guy Nesbitt, FW chief of sanitation, and his staff.

Convair has its own washateria—a 15-lb. capacity automatic washer and a big twin dryer, located south of the 50-foot aisle.

Approximately 1,200 pounds of white rags are used in the plant every year, for cleaning glass and furniture. About 60 pounds a day are dumped into Convair's "home laundry." Dust mops, lined with sugar sacking, also go into the machines.

Colored rags, used in the production areas, are rented from an industrial laundry supply service.

Nesbitt is responsible not only for housekeeping in an area that would stagger any housewife (5 million square feet under roof, 11 million outside), but also for landscaping several hundred acres comprising the Convair site.

Nesbitt heads a staff of 157 employees.

They have plenty of equipment to do their job. For instance, it takes a special machine only eight hours to thoroughly scrub a 12-foot-wide aisle a mile long.

Equipment also includes seven power sweepers, two of which are vacuumized for cleaning the jet operation areas like the ramps, engine run stations and hangars.

Nesbitt is a veteran in building management. Before coming to Convair in January, 1942, he was manager of four buildings simultaneously, two of them 16-stories high; two 12-stories high. One was in Fort Worth, the other three in Dallas. He commuted daily.

Convair's chief housekeeper never turns a hand at home—except at the stove.

"I never touch a mop or broom," he explains. "My specialty is cooking, specially meat and fish. I also make salads."

Medical Tax Deducts Given

Convair FW employees planning to itemize medical deductions on their 1960 income tax returns are reminded not to overlook allowable deductions of payments into group insurance.

Amounts paid for dependent insurance can be deducted also. This figure is \$2.13 per week for both hourly and salaried employees.

Deduction for basic coverage may be claimed as follows:

Hourly employees: 28 cents per week during the period Jan. 1 through Oct. 2; 29 cents per week for the period Oct. 3 through Dec. 31.

Salaried employees: 24 cents per week during the period Jan. 1 through Oct. 2; 26 cents per week for the period Oct. 3 through Dec. 31.

You can also deduct up to \$100 a week salary or wages paid by Convair during your absence for personal illness or injury. If you were hospitalized during any one day during this absence, the deduction is computed from the first day of absence.

If you were not hospitalized, you can deduct only those wages paid you after the first seven days' absence.

Here's the formula for determining if you are eligible to deduct medical expense on your return:

Add up cost of medicines and drugs bought. From this, subtract one per cent of your adjusted gross income. To this remainder, add the rest of your actual medical expenses, (doctor and hospital bills, hospitalization insurance premiums).

From the resulting total, subtract three per cent of your adjusted gross income. If there is a remainder, it is the amount you can deduct as medical expense.



HERE'S HOW—W. A. Hokett, center, trimmer in FW Dept. 74, explains his prize-winning suggestion to J. H. Fewell, left, his general foreman, and H. F. Wiseman, assistant factory manager. He suggested Convair make its own cushion seat fillers.

ES Award of \$2,219 Financing Storm Cellar on Windy Hill

A Convair trimmer's suggestion will save Convair an estimated \$22,195 the first year — and his resulting award already has enabled him to acquire his own storm cellar.

Cushion fillers for the pilot and crew seats of the B-58 were formerly bought from outside vendors at a cost of from \$6 to \$26 each.

W. A. Hokett suggested Convair make its own fillers (from a form of rubber) in his Dept. 74, possible at a cost of only 70 cents to \$1.78 each. His suggestion was adopted, and Hokett was \$2,219.50 richer.

He received his final payment of \$1,430 recently, and is putting the money into construction of a combination storm cellar-bomb shelter in the back yard of his home at 1709 Menzer Ct.

"I've always wanted a storm cellar," he explained. A favorite memory of childhood in the country is of "being yanked up by the hand in the night and taken to the storm cellar." His present home is on a high hill in the Meadowbrook section "where the wind really blows."

Nearing completion, his cellar is seven feet deep, eight feet wide and 10 feet long. Well ventilated, it's wired for electricity and will have "all the comforts of home" (bed, chairs, lamps,

food supplies)—as well as one of the biggest discomforts: an alarm clock.

Hokett has worked at Convair 14 years.

Textbooks Wanted To Stock Korean University Library

(Continued from Page 1) books after 1930; and classics in any of the above fields without reference to publication date.

"Last spring the university completed its new brick and concrete library," Livingston said, "but the shelves are lacking many needed volumes."

"Even junior high and elementary school texts (third grade and up) are useful as practice reading material for English classes."

Gummed labels with suitable inscription — and signed by the donor — will be placed in each book donated, Livingston pointed out.

Clerc said Convair Management Club is underwriting the project so that "many young Korean students can continue their studies." The club will also pay cost of shipping books to a West Coast port.

\$870,000 Saving Recommended After Seminar

Record savings of \$870,000 were proposed at Convair FW's fifth value control seminar Jan. 9-20.

Thirty-nine attended, including a three-man contingent from Redstone Arsenal: C. G. Estler, C. J. Borum, and H. H. Hepler.

Biggest proposed savings was a whopping \$728,407 for a change in the B-58 pressure ratio transmitter system.

Located under Hustler nacelles, these Convair-designed transmitters measure engine thrust. Originally, they were designed to withstand a maximum of 400 degrees Fahrenheit.

"However," said team captain W. T. Kaarlela, "we discovered that the system could operate just as well and efficiently with a 260-degree Fahrenheit ceiling. We were then able to find and use such a system now being manufactured for other Air Force jets."

Kaarlela said the proposed 63 per cent savings on these systems for the remaining planes was "conservative."

First "indirect project" — an inspection of welding stockroom techniques — was also included.

"I think we demonstrated that value engineering principles can be applied to indirect function," said value control deputy coordinator B. W. Kahla.

"This team proposed savings of \$18,000, incorporating many of the latest stocking techniques now used elsewhere in the plant."

Teams participating, and projects, were:

Landing gear door: F. L. Calderola, L. A. Dixon, Estler, L. M. Guber, W. F. McNulty.

Command antenna mount: W. G. Benton, W. J. Zebrowski, Borum, O. W. Wentworth, E. G. Banning.

Electrical panel: R. L. Sullivan, J. M. Frost Jr., Hepler, M. C. Baumgardner, F. J. Balik.

Pressure ratio transmitter: Kaarlela, H. A. Coppedge, M. L. Monroe, E. C. Cauthen, J. B. Van Ness.

Decals: H. H. Logan, C. B. Cooper, H. L. Ellis, D. J. Gorman.

Antenna mount: W. L. Bierwirth, J. C. Tittle, J. S. Davenport, R. F. Ramsey, A. G. Towle.

Equipment rack: H. T. Dowell, J. R. Nix, G. L. Foster, A. H. McMahan, S. M. Blanton.

Stockroom: E. L. Robertson, I. N. Samuels, J. M. Kirksey, K. P. Bogue, J. B. Dinsmore.

Hustlers Going Into Service At Bunker Hill

BUNKER HILL AFB, PERU, IND.—The first steps to replace the B-47 "Stratojet" bombers of the 305th Bomb Wing here with Strategic Air Command's super-sonic B-58 "Hustler" were revealed recently by Col. F. L. O'Brien, wing commander.

The initial stages of this phase-out program on the base are now under way. The total number of B-47s now assigned to the wing will be gradually reduced over a three-month period. By March, 1961, only a few of these bombers will still be retained by the wing. They will be used to maintain the air crews' flying proficiency.

To prepare for arrival of "Hustler" the wing has selected eight of its most experienced flying officers for training as air crew members. The ninth man who will round out the first three crews will be furnished from other SAC resources.

Each crew will be composed of an aircraft commander, navigator bombardier and defensive system operator. The aircraft commanders will receive their training at Carswell AFB, Texas, while the navigators will be checked-out at Mather AFB, Calif., and the DSOs will become proficient in their position on the aircraft at Keesler AFB, Miss. In the final phase of their training the three crew members of each aircraft will work as a team at Carswell AFB.



DECALS—C. B. Cooper, senior design engineer, points out few of over 6,400 markings appearing in and on B-58 Hustler.

Substitution of Rubber Stamp For Decals Achieves Remarkable Cut in B-58 Cost

"No Step."
"Access Door."
"Food Packs."

These and over 6,400 other markings are stamped in and on a single B-58 Hustler. Cost of the markings: about \$10,020 an airplane!

C. B. Cooper, senior design engineer and captain of a value control team selected to study ways to cut costs on the markings, was frankly surprised at these findings.

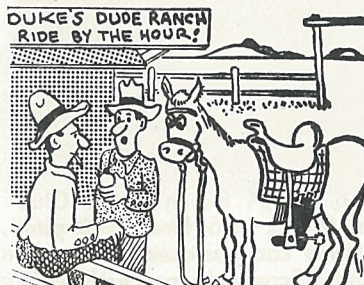
"Markings include engraved plates and parts, etched plates, painted stencils and various decals," he said.

By recommending that a rubber stamp be substituted for 3,000 of these markings—identification numbers on electrical harnesses — the team came up with proposed savings of \$28,360 on remaining airplanes.

Other cost-saving recommendations: consolidate some markings, eliminate others, and find better and cheaper methods of manufacture.

"The study was a real eye-opener to us," Cooper said.

"We should realize that decals are expensive items and should be treated as such."



"Do I keep charging until the rider gets back?"



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SAN DIEGO, POMONA, ANTELOPE VALLEY, CALIF.

ASTRONAUTICS OFF-SITE BASES, FORT WORTH, TEX.

Authorization Cards For Bond Deductions Will Be Distributed

Convair FW employees will be encouraged next week to "Salt it away . . . the easy payroll-deduction way."

Supervisors will distribute authorization cards to all employees during the drive March 6-10.

"Bond-buying is a sensible habit," said Frank W. Davis, Convair vice president and FW manager.

"An employee who buys bonds regularly helps his country and at the same time prepares financially for his own future.

"I urge those of you who are not now buying bonds to strongly

consider signing up when you receive your authorization card next week.

"And perhaps those of you who already have the bond-buying habit will want to increase your deduction."

Supervisors also will be responsible for contacting employees who are out of town — or who are absent or on vacation during the week-long drive.

An average of over 11,000 Convair FW people — nearly 68 per cent — bought bonds through payroll deduction in 1961. Average bond purchase was \$13.36 per employee each week.

New Safety First Signs Erected As Reminders of Last Accident

Two new signs have been erected above the 50-foot aisle.



REMINDER—New safety signs above FW's 50-foot aisle.

They are there to remind employees of a sobering thought: date of the last disabling injury in the plant, and the department in which it occurred.

The new "Safety First" signs are attractive eye-catchers, with the traditional "green light of safety" glowing in the center of an encircled green cross.

The cross is on a white background. Numerals and letters are of black plastic.

Commented FW Safety Engineer Fred Temple: "We're trying to keep before a large number of people the fact that there are disabling accidents, giving them information as to where they took place, the shift, and the date, as a matter of keeping them on their toes. They're another 'mind tickler' in Convair FW's accident prevention program."

The new signs, authorized by the plant's general safety committee, replace an older sign that carried daily information as to the number of days since a disabling injury. The old sign had to be changed daily. The new signs are time-savers, are easier seen, and more effective as constant safety reminders.

Nearly 500 on FW Retired List; Annual Statements Mailed

A total of 489 employees have retired at Convair FW under the retirement plans which went into effect in 1956.

Biggest single month for retirements was January of this year, when a total of 128 employees 65 years of age and older retired.

These facts were revealed by Harold Bean, supervisor of payroll, as annual retirement plan benefit statements were mailed to about 17,500 Convair FW employees this month.

Statements were sent to all of Convair's approximately 12,700 hourly employees, who are automatically members of the retirement plan. Monthly benefits accumulated during 1960, total piled up during 1960, and total accumulated benefits to date were shown.

The nearly 4,800 salaried members who are members of the plan received statements showing total contributions made in 1960, and the total monthly retirement benefits credited to them since joining the plan.

Persons who have earned benefits as both an hourly and salaried employee received two statements.

Bean said that employees who

are entitled to a statement and did not receive one should contact retirement group of payroll section (ext. 3789).

PRE-RETIREMENT SESSIONS SLATED

One-hour orientation sessions on Convair's pre-retirement planning program will be held for all supervision during April.

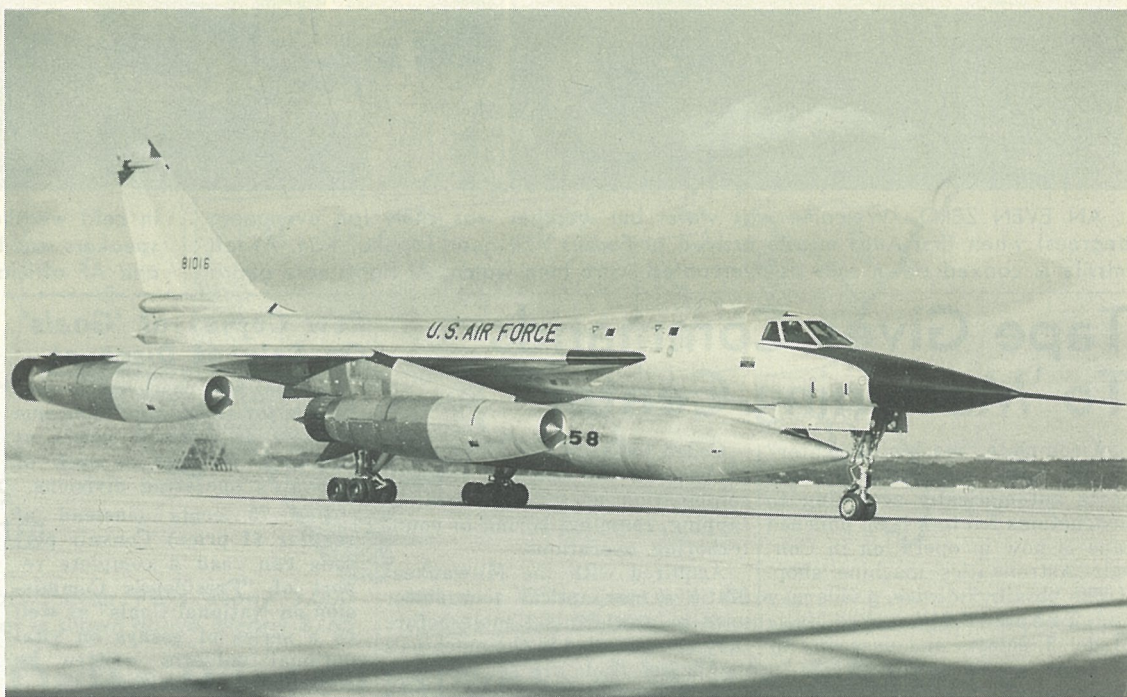
First-shift supervisors will attend from 9:45 to 10:45 a.m. and 1:30 to 2:30 p.m. over a five-day period.

Second-shift supervisors will attend sessions on Tuesdays, Wednesdays and Thursdays from 4:15 to 5:15 p.m.

And third-shift supervisors will attend 7-to-7:45 a.m. sessions on Fridays.

All meetings will be conducted in Room 111-C. At each session, an educational services representative will conduct a 45-minute orientation; then employee services personnel will hold a 15-minute, question-and-answer period. The course is expected to better equip supervisors to answer employees' questions.

All supervisors will be notified when to attend.



ROLLING—Hustler No. 23 rolls out for acceptance flight by Air Force flight crews at Convair. It's one of eleven test B-58s for conversion to tactical status for Air Force.

Machine Shop Scores First In '61 Quality

First monthly quality award for 1961 at FW has gone to Dept. 30, machine shop, of which I. M. Pemberton is general foreman.

J. Y. McClure, manager of quality control, presented the plaque to Pemberton in a brief ceremony in the office of C. C. Allen, assistant factory manager for fabricating.

Pemberton gave credit for his department's quality improvement in January to the foreman on the floor and production personnel. He explained:

"These people employ several means and methods to improve quality, some of which are: closer surveillance of first-run parts, an improved method of coordinating corrective action on all discrepancies, and the enthusiastic determination to improve the quality of manufactured parts."

Dept. 30 won the first annual quality award in 1958, having been the monthly winner three times that year.

Dept. 55 was runner-up for the January award. Allen invited H. F. Wiseman, assistant factory manager of assembly departments, to observe the presentation to his Dept. 30. Wiseman assured Allen he will return the courtesy next month when he expects one of his assembly departments to earn the award.



POST-FLIGHT TALKS—From left, Capt. T. H. McMullen, Maj. William Campbell, Col. L. R. Hall, Maj. Joe B. Thompson and Dick Johnson, discuss checkout flight for Col. Hall and Maj. Campbell in TB-58.

Five Finalists Chosen For President's Award

One of five finalists for the 1960 President's Award will be named at the Management Club's March 23 meeting at Ridglea Country Club.

Industrial engineering and industrial facilities are sponsoring the annual "President's Night" affair.

The five finalists vying for the plaque and a gift not to exceed \$250 are:

J. R. Blackburn, Dept. 33; J. L. Dreiling, Dept. 34; C. D. Gaddy, Dept. 6; J. L. Roberts, Dept. 35; and T. B. Hollar, Dept. 6.

Each candidate submitted one or more Cost Improvement Proposals during 1960 which netted over \$25,000 in installed savings.

Top-level management men are tentatively slated to make both the principal address and presentation of the President's Award plaque, according to W. E. Emish, manager of material.

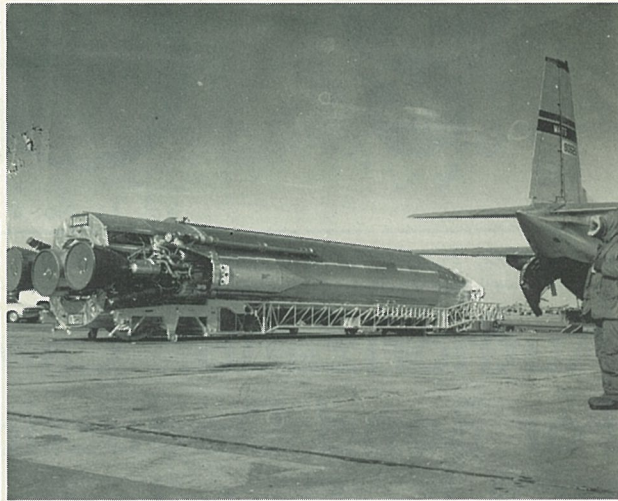
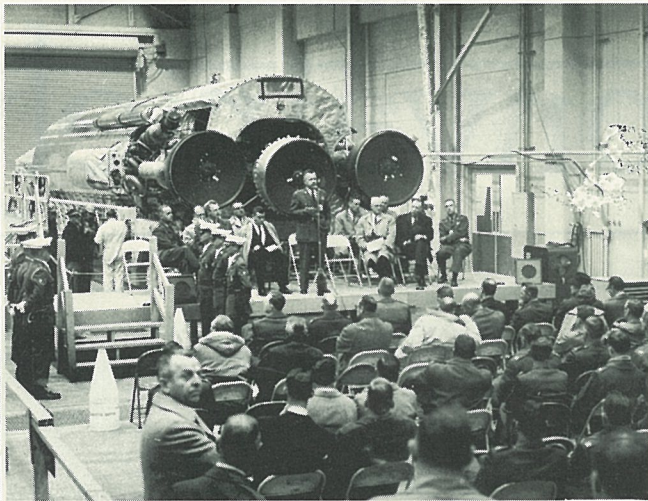
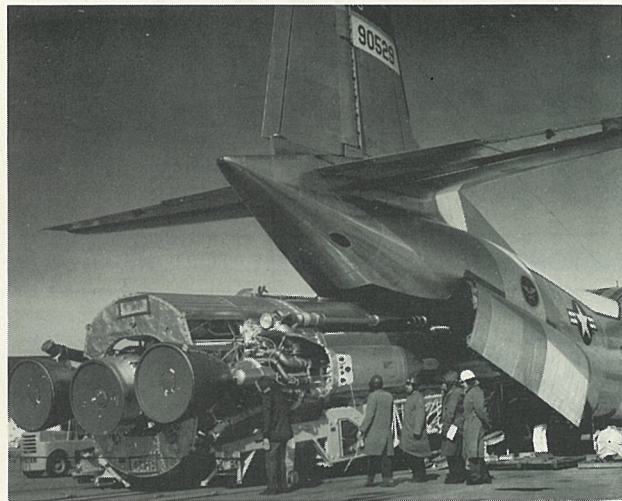
Fred Holder, supervisor plant layout, is general program chairman. Dave Sloan, chief controls engineer, is assistant general chairman.

Salaried employees in addition to the finalists who qualified for the 1960 honor are:

D. W. Addison, Dept. 24, A. E. Clement, Dept. 6, J. W. Davenport, Dept. 22, F. A. Gilfeather, Dept. 6, D. N. Harper, Dept. 6, A. L. Hayter, Dept. 7, P. E. Logan, Dept. 4, J. N. Marple, Dept. 81, R. J. McClintick, Dept. 28, G. W. Pitts, Dept. 4, L. B. Stubbs, Dept. 32.



QUALITY AWARD—J. Y. McClure, left, manager of quality control, presents new "Texas Style" award to I. M. Pemberton, far right, general foreman of Dept. 30. Onlookers are C. C. Allen, second left, and H. F. Wiseman, assistant factory managers.



AN EVEN ZERO—Welcome was warm but weather was chilly (an even zero degrees) when first Atlas missile arrived at Forbes AFB near Topeka, Kan. At left missile is coaxed down rails as overcoated Astro men watch. At right, note guard

in cold weather gear. Center, inside at last, Atlas is formally welcomed. Among speakers was Lt. Gov. Harold Chase of Kansas. Other civic and government leaders and AF officials participated in ceremony.

Tape Gives Commands To 'Machining Center'

A complete "machining center" which turns out Atlas missile parts automatically according to instructions fed into it on punched tape is now in operation in Convair Astronautics machine shop.

The "brainy" device, a Kearney and Trecker Milwaukee-Matic Model 2, selects and uses any of 31 tools in any sequence from a tool storage magazine, and when a part is completed moves another into position to start work anew.

Tapes for the machine, like those for two Burgmaster numerically controlled turret drills previously installed (Convairity, Nov. 23), are punched as a series of holes in eight-channel one-inch wide plastic tape on a Flexowriter.

Taped signals command the machine's operation as the information is fed through a General Electric numerical positioning control system. The new machine has two tape readers operating alternately, so when one job is completed the second tape is started to shift another part into work position.

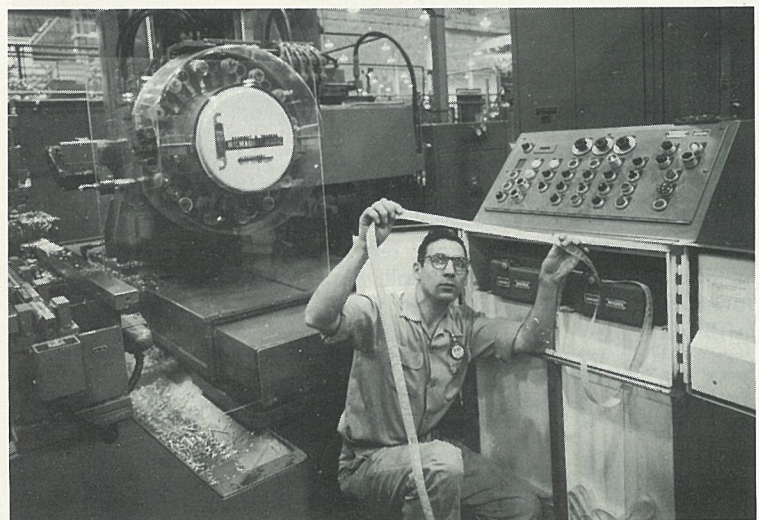
Coded tools (961 of them) may be used in the machine for any combination of milling, drilling, tapping, reaming, boring or counterboring operations.

Acquired with the Milwaukee-Matic is an optical tool setter used to precision-set tools before they are installed in the machine's magazine. Tools are set to .0001-inch tolerances, while the machine itself has no more than .0005-inch positioning error and repeats to plus-or-minus .0003-inch tolerances.

"This extreme accuracy provides greater uniformity in parts produced," explains W. T. Herchold, machine shop general foreman.

Presently the Milwaukee-Matic is used to produce detail parts such as missile transponder housings.

Herchold, Frank Unmack of applied manufacturing research and process development (Dept. 290), and Leo Kegans of facilities requirements (Dept. 182), developed machine specifications and qualified acceptance for Astronautics.



LABOR SAVER—Operator W. E. Ladd examines perforated tape regulating operation of Milwaukee-Matic Model 2 numerically controlled "machine center" at rear.

G. E. Employees Donate Blood In Convair Man's Emergency

Jack Donaldson, assistant manager-commercial sales in G. O. at San Diego, is in Scripps Memorial Hospital under treatment for an infection that developed following successful open heart surgery Jan. 4 in Philadelphia.

After entering the Philadelphia hospital Donaldson learned that a heart-lung machine would be necessary to take over the job of circulating blood while the surgeons were operating and that between 15 and 20 pints of whole blood supplied by donors only a few hours beforehand would be needed.

Far from home and in a comparatively strange city, Donaldson appealed to his friend John Ivers of Long Island, N. Y., sales representative for General Elec-

tric's Flight Propulsion Division. They had become acquainted some years before in connection with supplying GE-CJ-805 jet engines for Convair 830s. Ivers acted at once, appealing to General Electric Missile and Space Vehicle Department in Philadelphia which asked employees for A-positive donors. The response was prompt and Ginny Hausmann, General Electric employee benefits clerk informed Donaldson not to worry that there were 18 donors standing by, including herself.

The operation was entirely successful and Donaldson, at age 52, was the oldest person to undergo this particular type of surgery at Presbyterian Hospital, Philadelphia.

Generosity of General Electric employees did not go long unrecognized. At San Diego, members of G. O. sales, and SD flight test, trooped to the Blood Bank to make replacement, credited to General Electric employees' account in Philadelphia.

Few Copies of 'Goals' On Sale at Discount

Special paperback editions of "Goals for Americans" continue on sale at discount prices at employee services in each of Convair's operating divisions.

For 75 cents (instead of regular \$1 price) Convair persons can read a complete report of "President's Commission on National Goals" as well as a series of essays on vital national subjects written by recognized authorities.

"Goals for Americans" has received high recommendation by Frank Pace Jr., board chairman of General Dynamics Corporation and vice chairman of commission.

Admiral to Speak To Naval Reserve

Vice Adm. Roy A. Gano will speak to members of Naval Reserve Military Sea Transportation Service Division at 8 p.m., Feb. 27 at Republic Bank Auditorium, Dallas.

Convair reservists who will be guests at the function include: Lcdr. D. L. B. Combs, Dept. 11-3; Lcdr. W. T. Hogue, Dept. 6-1; Lt. E. L. Heerwald, Dept. 7-3; Lt. V. V. Hajek, Dept. 22-2; and Cdr. C. M. Schmidt, Dept. 6-6.

Schmidt, who commands NR-MSTS Co. 80-1, says openings in the Fort Worth unit now exist.

FW Air-Conditioning History Related

An article by Frank Clayton, chief plant engineer, will be featured in March issue of "Air Engineering," trade journal for air conditioning and allied fields.

Entitled "Eighteen Years After—an Air-Conditioning Case History," the article deals with the history and updating of Convair's air system.

According to Clayton, Convair FW's air-conditioned system was the largest of its type in the country when installed 18 years ago.

Zero Weather Greets First Atlas at Forbes

FORBES AFB—Arrival of the first Atlas missile at this Kansas base was the occasion for a welcome ceremony involving civic and government officials.

Lt. Gov. Harold Chase was among the speakers and said "Kansas is indeed proud to take a leading part in this country's defense."

"However, I hope we never hear the thunderous roar of this missile in world conflict," he added.

It was zero-degree weather, with a 25-mile wind blowing when the Atlas arrived by airlift. Unloading crews worked in shifts and security personnel stood guard in 20-minute sessions.

Rex Ubben, Convair operations manager here, joined with other officials at welcoming ceremonies inside Forbes' Missile Assembly Building. On hand were Topeka Mayor Ed Camp, Col. James Flanagan, Forbes commanding officer; Col. Gerald M. Clugston, 548th Strategic Missile Squadron commander; Hon. Fred Asay, chairman of the military affairs

committee; J. H. Abrahams, Chamber of Commerce president, and Police Chief Dale Wells.

Management Action Course in Progress

About 40 supervisors from modernization departments are attending a 15-hour course in "Management Action," at Convair FW.

Instructors for the classes, which run from 4 to 5:30 p.m. Mondays and Thursdays, are modernization general foremen: J. O. Muncy, O. I. Jones, M. C. Smith and L. C. King.

General subjects include: "Methods That Get Results"; "Getting Results From People"; "Getting Results From Yourself as a Leader"; and "Building Men—Key to 'Results.'"

J. B. Seaberry, modernization superintendent, and C. E. Nevitt of educational services will moderate the concluding group discussion.

'Design Stage' Idea Clips \$5,000 Off Cost of Atom Plane Tests

Two Convair FW engineers were literally "on the beam" with a value assurance suggestion which pared \$5,000 from nuclear airplane test costs.

Original plans called for construction of a special test fixture from which a 13-foot-long forward portion model of NX-2 could be clamped for dynamic calibration.

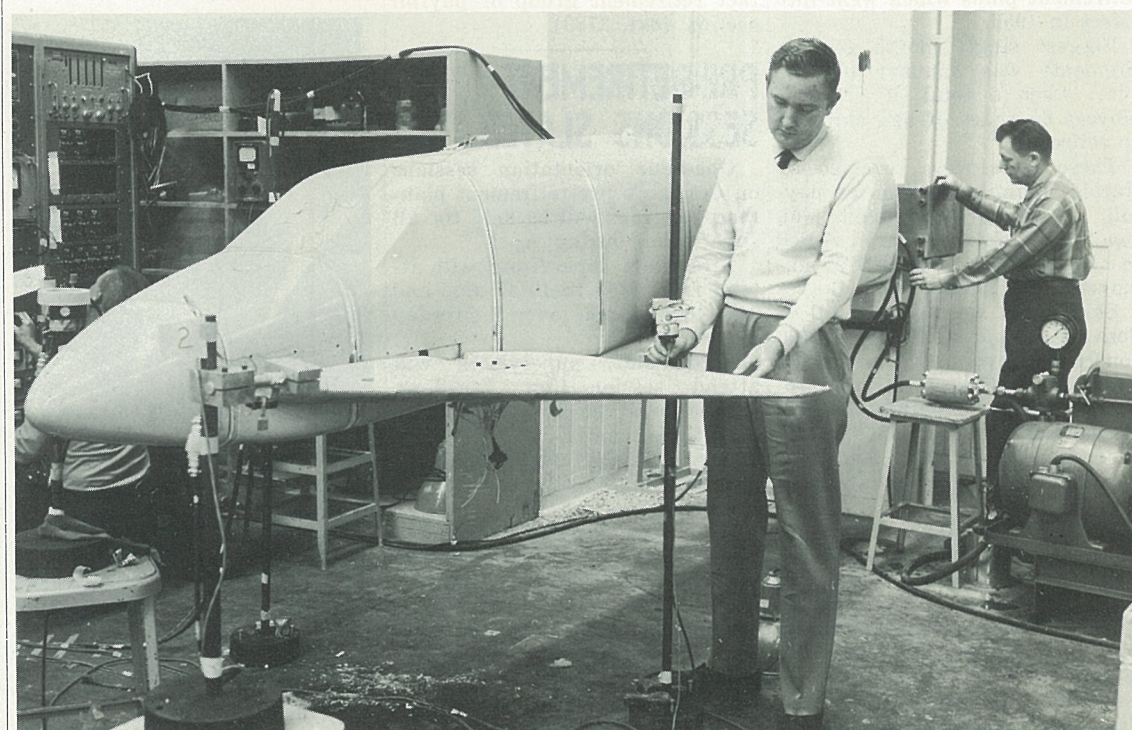
Instead, R. A. Smith of aerodynamic testing and J. C. Elrod of structural dynamics suggested the NX-2 model be clamped to a building support column — Col. 85-N.

The 1,700-pound model is now securely in place and a hydraulic pump is inducing necessary "natural frequencies" needed for calibration.

The model must withstand these tests before going into full-fledged wind tunnel tests at NASA Langley Research Center. Tests will be used later to demonstrate fuselage and canard freedom from flutter — and to establish dynamic stability parameters of the canards (short "wings" near the front of the fuselage).

Bill McMurry, value control training coordinator, lauded the suggestion as an excellent example of "value assurance."

"This is the term given to cost-saving suggestions made in the design stage of a product — and of course, this is the point where the greatest long-range savings can be made in a program," he said.



ON BEAM—J. C. Elrod, foreground, and R. A. Smith, right, check out NX-2 fuselage model attached to Col. 85-N for calibration testing. Engineers conceived money-saving idea.

Mfg. of B-58s Involves 5,000 Firms in U.S.

Over 50,000 U. S. citizens from about 5,000 different companies will have a direct hand in building record-breaking B-58 Hustlers in 1961.

And during the year, over \$265 million in business will be placed with these firms, dispersed over 44 states.

Impressive as these figures are, they tell only a part of the overall B-58 vendor story.

Since the program's "formal" inception in 1954, for example, all companies involved have done over \$2 billion, 100 million in B-58 business.

In the same period, other Texas manufacturers have contracted for over \$45 million in Hustler business—with Dallas firms earning \$35 million of this total.

The steady pace will continue in the Lone Star State during 1961, with over 1,500 Texas companies contributing in some form or fashion to the B-58 program.

Efforts in many other vital areas of the country have been appreciated—and timely.

Many citizens who earn their paycheck as a result of their work on the Hustler hail from localized "depressed" areas.

When current B-58 orders are filled, for example, Convair will have placed nearly \$173 million with 833 vendors in California; \$22 million with 69 vendors in Indiana; \$127 million with 222 vendors in New Jersey; \$796 million with 526 vendors in New York; \$22 million with 182 vendors in Pennsylvania; and over \$5 million with 138 vendors in Michigan.

"It's heartening to note that appreciable B-58 funds are being placed with small business firms (less than 500 employees)," says Clyde A. Ford, FW manager of material.

"Exclusive of subsystems, these manufacturers get over half the dollars earned by Convair suppliers," he said.

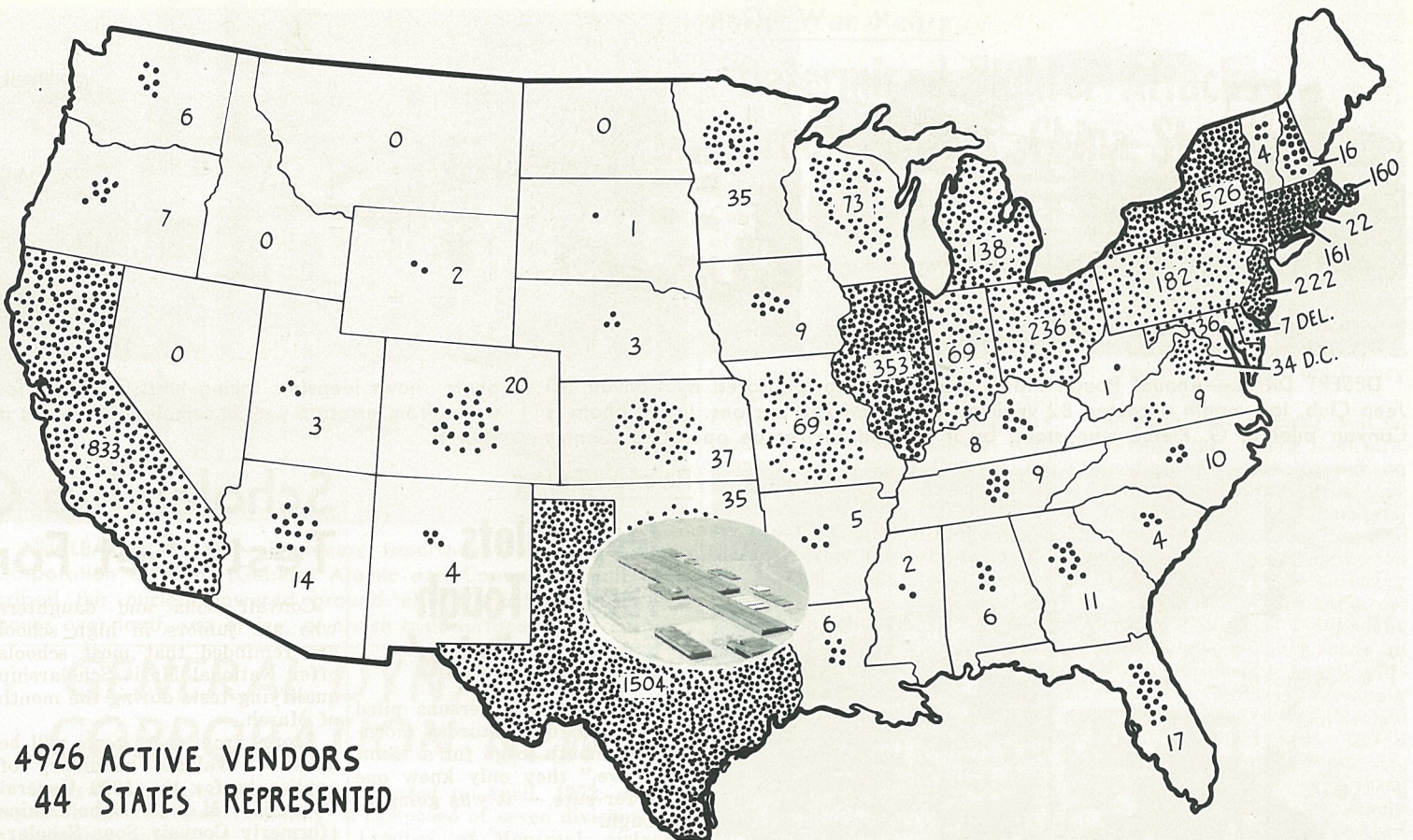
This year, for example, 3,427 companies—nearly 70 per cent of Convair's B-58 vendors—are in the small-business category (excluding small-business vendor suppliers). A total of 1,479 are classified as large, and there are 30 major electronics manufacturers producing vital Hustler subsystems.

In addition, Convair has "cleared" several thousand other companies as prospective manufacturers and suppliers.

The number of small businesses indirectly involved in the total B-58 program, incidentally, is probably incalculable.

One major Hustler subsystem contractor—Sperry Gyroscope Company—listed over 5,000 "small business" firms which helped them in their defense efforts during a one-year period.

Of the 50,000-plus people dedicated to turning out the free world's only Mach 2 bomber, 15,000 are on the Convair FW payroll; 15,000 are on vendor payrolls; and a conservatively estimated 20,000 support miscellaneous vendor suppliers.



**4926 ACTIVE VENDORS
44 STATES REPRESENTED**

B-58 BUILDERS—Distribution of Convair FW's nearly 5,000 active vendors in 44 different states is shown above. Nearly \$265

million is to be spent with these far-flung vendors during 1961. Approximately 50,000 individuals are concerned in manufacturing.

Stromberg-Carlson Outlets Increased In San Diego Area

Three new dealers have been named in the San Diego area to handle Stromberg-Carlson stereophonic equipment and components.

Added to approved outlets are: Thearle Music Co., 640 Broadway; Southern California Music Co., 630 C St., and 240 Mission Valley Hwy.; and Walker Scott Department Store, College Grove.

Others are: Borgen's Music Co., 700 Broadway; High Fidelity House (components only), 1635 University; and Hamilton Appliance and Radio Co., 7865 Girard, La Jolla.

Through a company agreement, Convair people, both at SD and Astro plants, are entitled to a 25 per cent discount off list prices. The discount does not apply, however, on any specially-priced promotion models authorized by Stromberg-Carlson through the dealers.

Convair purchasers must present a signed employee purchase agreement to the authorized dealer at time of purchase. Price lists and purchase forms are available at both SD and Astro employee services.

C. E. Nevitt to Talk Before Symposium

C. E. Nevitt of FW educational services will be featured speaker at a March 11 symposium for secretaries at Hotel Texas. His topic: "Human Relations."

The symposium is sponsored by Trinity chapter National Secretaries Association, and Fort Worth chapter National Office Management Association.

Mrs. Margie Earle, Dept. 11, and Mrs. Pauline Leath, Dept. 2-8, are members of the symposium committee.

Delta Pilots Delighted With 880s; Air Line Reviews First Nine Months

During their first nine months flying for Delta, 880 jets have flown 248,765,000 seat miles, carrying 174,244 passengers a total of 151,766,000 revenue miles.

Delta received its first 880 a year ago and inaugural service started May 15, Atlanta to New York, New Orleans to New York and Houston to New York. On July 1 Convair 880 service expanded to include Atlanta-Dallas, New York-New Orleans-Houston. A month later the 880 was put on the Chicago-Atlanta, Chicago-Memphis-New Orleans, and Chicago-Houston flights. Chicago-St. Louis-Houston and Houston-New Orleans-Baltimore-Washington-Philadelphia service was added Oct. 30. Cincinnati received its first 880 service Dec. 16 with a non-stop flight to Miami and the same day Convair started a Miami-Chicago non-stop flight.

Delta reported that during the year of Convair 880 operation 41 captains and 36 first officers have been checked out and 738 training hours logged.

Delta now has nine 880s in operation and will receive three more this year.

Veteran Delta pilots have been generous in their praise of 880 performance.

Capt. Charles Walker: "The Convair 880 is the finest airplane I've ever flown. During ground school Convair provided figures on its performance. This was before certification. Since then, of course, I have had ample opportunity to check these figures under operating conditions... From a pilot's standpoint it couldn't be better."

Capt. H. R. Harwell: "It just jets up and goes — a wonderful airplane." (Harwell, dean of

Delta pilots, taught himself to fly in 1925 in a Thomas Morse Scout which he purchased in San Diego for \$75. His mother, 77, was among passengers who flew with Harwell on an early 880 flight.)

Capt. Howard Reid: "It is a



Capt. Charles Walker of Delta Air Lines is among many who have praised 880 performance.

great feeling to work with a company that is able to provide customers with such a fine piece of equipment..."

Capt. Dick Schoofs: "The Convair 880 is the airplane pilots dream about flying. It's steady, fast and has excellent flight qualities. Passengers are just as enthusiastic."

Capt. Ernie Deacon: "It's a real fine airplane, plenty of power, sturdily built with excellent performance, behaves beautifully in rough air. Both Convair and General Electric service and training personnel have been very cooperative and helpful."

Capt. Clyde Mills: "The best plane I've flown. It has lots of power and the most dependable engines I've known."

Capt. Ray Bunnell: "I love it. Its power is phenomenal, and the plane's sturdiness can't be beat."



Capt. Harvey Harwell, dean of Delta Air Lines pilots, (top center) added his praise of 880 after inaugurating new 880 route. With him are Paul Higdon and Jerry Crockett, with Stewardesses Betty Herrington, Pat Legener, Carolyn Jacoby.



BUSY, BUSY—Though Delta Air Lines' Convair 880s have been flying Delta routes for many months, they still attract extra customer attention. Above, right, 880 taxis

before new Atlanta, Ga., terminal. At left 880 is parked on ramp of New Orleans terminal building, while in center, luggage and freight goes aboard at New Orleans.



DESERT DRIVE—Annual Rough Riders jeep jaunt, co-sponsored by Convair SD Jeep Club, last month attracted 82 vehicles, and some 250 persons. In left photo is Convair pilot B. G. Pierce who stood by if needed for rescue operation. Center

photo shows jeepsters taking lunch break in foothills of Santa Rosa Mts. At right, water from artesian well is sampled. Well was drilled by government during World War II.



ROCKY ROAD—Annual Rough Riders run held Feb. 4-5 was no place for Sunday drivers. Jeeps jolt along typical desert "road," selected especially for event.

Space Station Mockup Will Include Kitchen

Convair's pioneering efforts in space research reached a new milestone recently with Astro-nautics' erection of a full-scale working mockup of what may be America's first multi-man space station.

The mockup, located adjacent to the vacuum facility at the east end of Astro's space research building (Bldg. 28) is part of a Convair-sponsored study designated Manned Astronautical Research Station (MARS).

It will be made available to other companies to encourage co-operative life support systems research by private industry.

The mockup consists of a steel tank, 10 feet in diameter and approximately 14 feet tall. Beneath the tank is an inverted cone which simulates a Mercury-type re-entry vehicle. Overall height is 28 feet.

A steel floor inside the tank divides it into an upper "working" compartment where equipment for carrying out the space station's mission will be installed, and lower "housekeeping" compartment with cooking and sanitary facilities. Sleeping quarters for the crew will be located in the "re-entry vehicle."

"By May, we will begin preliminary testing. Ultimately tests of a variety of components and complete life support systems will be performed in the mockup," explained John O. Tearnen, design specialist heading the life support sys-

tems group (Dept. 595-6).

Manned tests in the mockup will permit evaluation of such facets of space survival as oxygen supply systems, contaminant filters, waste disposal units, water regeneration systems, food storage and preparation techniques, etc.

"Simulation of space conditions will be almost complete, since by use of the adjacent vacuum facility, we can reduce atmospheric pressure within the tank to 11, eight, or even five pounds per square inch," Tearnen added. "The only thing we cannot simulate here is lack of gravity."

The MARS study is a preliminary step leading to a manned space station which could be boosted into orbit by the Atlas-Centaur high-energy space probing vehicle built by Convair for the National Aeronautics and Space Administration (NASA).

Tearnen's co-workers on the MARS study are George Drake, senior thermodynamics engineer, and Edwin Russ, dynamics engineer, all of Dept. 595-6, and Phillip Yip, senior aerodynamics engineer of Dept. 595-1.



SPACE STATION—Emile Minete, Astro Dept. 120-5, is dwarfed by MARS space station mockup recently erected adjacent to Bldg. 28 at Astro's plant in San Diego. Three-compartment mockup will be used to test life support systems for what may be country's first multi-man space station.

Rocky Going

Jeep Pilots Tackle Tough 'Sunday Drive'

When some 250 persons piled into 82 jeeps one Saturday morning last month to go for a "Sunday drive," they only knew one thing for sure — it was going to be rough.

In fact they had been promised that it would be the roughest trip ever co-sponsored by the Convair SD Jeep Club and the San Diego Ridgerunners.

And it was. Especially with the help of a sandstorm Saturday noon that rocked the caravan back on its rear wheels and sent them angling to the base of the Santa Rosa Mts. for shelter.

When Art Thomas, Convair SD cruise leader of the expedition, had plotted the course on a previous weekend it took approximately 5½ hours to go six miles and 45 minutes to climb 120 feet up one hill.

"The jaunt was about as tough as we could make it and it was a complete success, with the exception of the sandstorm that made things chokingly uncomfortable," said Thomas.

Departure was from Truck Haven on Hwy. 99, north of Salton Sea Riviera. Jeeps headed west into the Borrego desert, swinging up to the Santa Rosa Mts. and Four Palm Spring Oasis.

"We were prepared for almost any emergency," said Thomas. "A Cessna 182 was stationed at Salton airport to fly the injured out. We also had a radio link to San Diego. But the precautions proved unnecessary, as no serious mishaps marred the trip."

The entire route covered only 11 miles, yet took all of Saturday and part of Sunday to navigate.

Most of the drivers maneuvered their four-wheel drive vehicles with considerable skill. One motor was rammed through the radiator and a few front ends were smashed in, but these are considered "normal" occurrences, according to Thomas.

Scholarship Qualifying Tests Set For March

Convair sons and daughters who are juniors in high school are reminded that most schools offer National Merit Scholarship qualifying tests during the month of March.

Scores from these tests will be used to evaluate candidacy of applicants for the 1962 General Dynamics Merit Scholarships (formerly Convair Sons Scholarships).

Because the General Dynamics scholarship program is now in its first year of operation, special arrangements will be made for Convair sons

and daughters who are presently seniors in high school. Seniors who wish to qualify for the 1961 scholarships should contact educational services at their respective operating divisions for information.

A total of six GD scholarships will be awarded each year to Convair children. Amounts range from \$250 to \$6,000 apportioned over four years of college work.

In Fort Worth, scholarship examinations are slated March 7 or 11. Other Convair students should consult their school counselors concerning dates in their areas.



REAL POPCORN?—It is. Mrs. Roberta Chisolm, Dept. 6-5, "models" popcorn used as "cushion" for shipping components of sensitive punch system to Convair FW.

Delicate Parts Packed in Popcorn To Assure Safe Delivery to FW

They've found a new use for popcorn: shipping packages.

Ten boxes arrived at Convair FW recently from Tally Register Corp. They contained highly sensitive components for the verifying punch comparator system being installed here. The machine prepares "tester tapes" for B-58 systems.

Each component was wrapped in a polyethylene bag, and completely surrounded by white, crunchy popcorn.

"Popcorn is easy to handle and cheap to use," explains Tally representative Stewart Borger. "And it saves time in packing."

Charley Davis, design engineer in charge of the machine opera-

tion at Convair FW, claims these are the first packages he's seen delivered with popcorn as a "cushion."

Librarian Will Speak On Writer Markets

Mrs. Ruth Yeager Rogers, librarian in FW Dept. 6-6, will speak on "Marketing Your Writing" before members of the newly-formed Armed Forces Writers League, Fort Worth Area Chapter, March 13 in CAFB information office. The meeting starts at 7:30 p.m.

The League is an unofficial, non-profit organization for military and allied civilian personnel interested in journalism and art. Convair employees are eligible on a non-voting basis. Members are provided individual manuscript criticism, specialized information, assistance to beginners, and discounts on writers' magazines.

Mrs. Rogers, secretary of the local group, said membership is open.

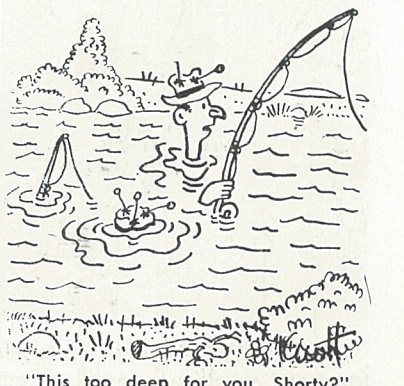
Industrial Engineers Hear Astro's Carter

Tod F. Carter, supervisor of indirect methods at Convair Astro-nautics, was a featured speaker at the Feb. 18 meeting of the American Institute of Industrial Engineers held at San Diego State College.

More than 150 industrial engineers, system and office managers, heard Carter speak primarily on Convair's industrial engineering techniques to curb soaring high costs of "paper work."

ENGINEER HONORED BY SCHOOL'S P.T.A.

George L. Stiehl, thermodynamics engineer at Convair SD, was made a life member in the Longfellow Elementary School P.T.A. last month for his outstanding service to children and youth in the Clairemont community.



Atlas Test Series All 'Runs' and 'Hits'

MSTS—About daybreak recently Test Stand 1-4 here wrote "completed" for a test program that has been unusual in many respects.

At that time Astronautics test personnel finished the eighth and final static test on an "E" series Atlas.

This marked the first occasion in the entire Atlas test program here in which a complete series of tests was conducted with no countdown aborts or unsuccessful tests.

The program logged 1,501 seconds of engine operation and accomplished 32 test objectives satisfactorily.

Dip Foreseen In EB Trades

GROTON—An imbalance of production work for installation trades will result in a series of terminations over the next six to eight months affecting possibly 700 employees at Electric Boat Division.

Despite a backlog of submarine construction, only two submarines the Ethan Allen and the Thomas A. Edison, have advanced far enough to effectively utilize the installation trades. This group includes pipefitters, sheet metal workers, outside electricians and outside machinists.

While during 1961 there will be a slackening of activity for installation trades, it is anticipated that there will be need for additional personnel in the hull trades. Wherever possible these vacancies will be filled by transfers, minimizing the number of layoffs.

Although the division was assigned two Polaris submarines subject to competitive proposals and has contracts for another four A-sub, the keels for these will not be laid down for some weeks because of long lead time for steel and components.

13 FW MEN EARN MASTER DEGREES

Thirteen Convair FW employees recently earned advanced degrees in the Southern Methodist University Graduate Program.

Receiving master's degrees in engineering administration were: James C. Herr, Dept. 28-0; Billy B. Shuffler, 6-3; and Francis L. Uhl, 6-7.

Master's degree in aeronautical engineering: Edward E. Markson, 6-1.

Master's degree in civil engineering: Bernd Falk, 6-1; and Jack L. Woods, 6-4.

Master's degree in engineering (nuclear major): Jack W. Allen, 6-8; James F. Andrews, 6-4; Eliot E. Kerlin, 6-8; John R. Scarborough, 6-8; Edward T. Smith, 6-8; and Philip Hichborn Besselièvre, 6-1, (aeronautical engineering major).

A total of 120 Convair employees have now earned advanced degrees in the program.

Junior Achievement Honors M. J. Scott

M. J. Scott, Convair FW supervisor of suggestions, has been named vice president of facilities, Junior Achievement for Tarrant County for 1961.

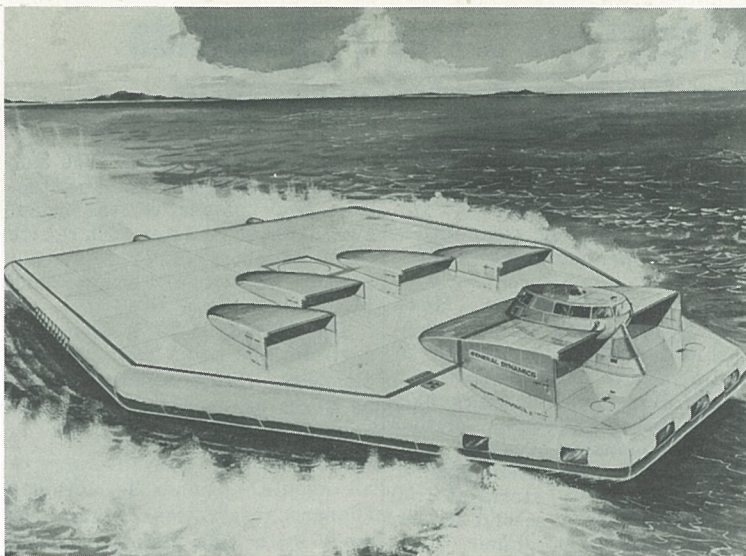
Scott has served for the past five years on the organization's board of directors.

In addition, he's been active in Convair Management Club's Junior Achievement activity, serving as adviser, chief adviser and chairman.

Process Engineer On Texas Program

Ralph E. Robinson, Convair Pomona process engineer, appeared on the Feb. 14 program of the annual Symposium of Non-Destructive Testing in Texas.

Robinson presented a paper entitled "Non-Destructive Testing of Aluminum Die Castings."



NUCLEAR POWERED—Engineers from two General Dynamics Corporation divisions (General Atomic and Convair) recently described this nuclear-powered ground effects machine which can hover over land, sea or ice, or cruise over surface on air cushion.

GENERAL DYNAMICS CORPORATION NEWS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of seven divisions and a Canadian subsidiary, Canadair Limited, of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missile, and space systems.

Electric Boat of Groton, Conn., submarines.

General Dynamics/Electronics, Rochester, N. Y., Los Angeles and San Diego, Calif., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N. J., electric motors, generators.

Material Service Division, Chicago, Ill., building materials, concrete products and coal.

* * *

GD/E Designs Controls For South Pole Reactor

General Dynamics/Electronics will design and construct the instrumentation and control system for a nuclear power reactor now being built for installation at the South Pole.

The reactor, being built by the

Martin Company, will provide electric power for the United States base at McMurdo Sound in Antarctica.

The \$164,000 GD/E contract calls for all instruments and controls for the nuclear reactor and steam generator equipment. Advanced techniques in solid-state circuitry will be employed extensively for compactness and high reliability.

A feature of the equipment will be automatic self-checking circuits which will immediately inform the operator of the presence and location of any malfunction in the instrumentation.

NEWS NOTES—The General Dynamics advertising campaign, "Vision-Reality," was ranked second among printed industrial advertisements in the annual survey by Printers Ink, advertising trade magazine . . . Frank Pace Jr., has been elected to the board of trustees of the California Institute of Technology in Pasadena . . . Electric Boat Division is operating the largest algae "farm" in the world as part of a research program to help determine man's ability to rely on algae for food and oxygen when traveling in space.

EB Will Get Set For Polaris Subs

GROTON—Construction work designed to increase the capability of Electric Boat Division to build the newer and bigger Polaris-firing Fleet Ballistic Missile submarines began this week.

Liberator That Crash-Landed at Tucson Converted to Prototype For C-87

Desperately short of four-engine transports in the early months of World War II, the U.S. turned to the deep-bodied, far-ranging B-24 for an answer.

In a way, it was an "accident" that led to the B-24 transport version, designated the C-87.

Early in 1942 a B-24 crash-landed at Tucson, Ariz. The wrecked bomber was repaired with fixed landing gear and other improvisations and returned to San Diego where I. M. Laddon, then chief engineer, supervised a three-week modification job

Early War Years

Determined Fighter Attacks Greeted B-24s' China Strikes

(With this installment, No. 54, Convair's continuing history of Convair recalls activities of B-24 Liberators operating in China).

In July, 1942, the China Air Task Force (Brig. Gen. Claire L. Chennault) was set up for operational command of the 10th Air Force's units in China, and the first heavy bomber strike in that country was staged Oct. 21 by B-24s of the new India-based 7th Bombardment Group. The 436th Squadron (Maj. Max R. Fennell) took off from Chengtu to strike the Lin-hsi coal mines, beyond Tientsin.

In India, the 7th Group consisted of four full Liberator squadrons—the 436th and 492nd, based at Gaya; and the 9th and 493rd, at Pandaveswar. In November these B-24s began strikes at Mandalay and demonstrated their long-range hitting power Nov. 28 with a 2,760-mile round trip attack on Bangkok, seriously damaging an oil refinery. On Dec. 30, 20 Liberators nearly destroyed Monywa in central Burma.

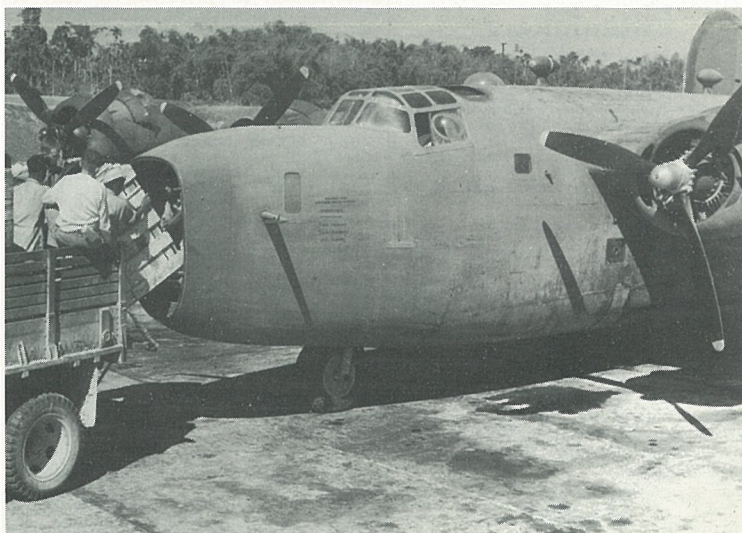
The 14th AF (Chennault) was activated in March, 1943, with headquarters at Kunming, and a new B-24 outfit, the 308th Group (Col. Eugene H. Beebe) was ready for its first mission May 4. Eighteen Liberators traversed the Gulf of Tonkin to hit Sama Bay on Hainan Island, facing the China Sea. Hits were scored on the airdrome, docks, an oil refinery and a fuel dump. On May 8 the heavies attacked Tien Ho airdrome at Canton, and then retired to ferry in fuel, bombs and supplies from India. (The 308th had a unique and onerous distinction among Liberator groups. As a condition of operating in China it was required to furnish all of its own supplies by flying shuttle

runs over the Hump!)

In June, Japanese forces were pushing up the Yangtze toward Chungking and the alarmed Chinese called for air support. Liberators escorted by Chinese fighters operated from a Chengtu field, plastering enemy troops in the Yangtze gorges until they began to fall back.

The Japanese appeared bent on destroying the heavy bombers. Their fighters often passed up B-25 bomber flights altogether to concentrate on the Liberators. This proved disastrous for the 425th Squadron in a strike on Hankow Aug. 24, made by heavy and medium bombers with an escort of P-38s and P-40s. The squadron's seven planes made an excellent run despite heavy anti-aircraft fire, severely damaging an airdrome, but were attacked immediately afterwards by a swarm of 40 enemy fighters. After a 45-minute battle only three Liberators remained, all badly crippled, and one of these crashed on the return to Kunming, killing 10 of the 12 men aboard.

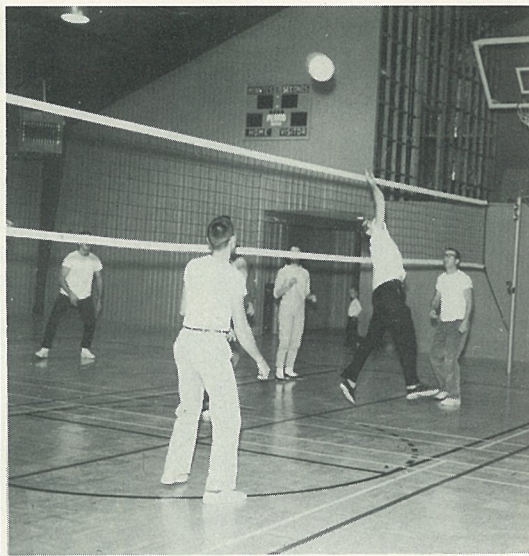
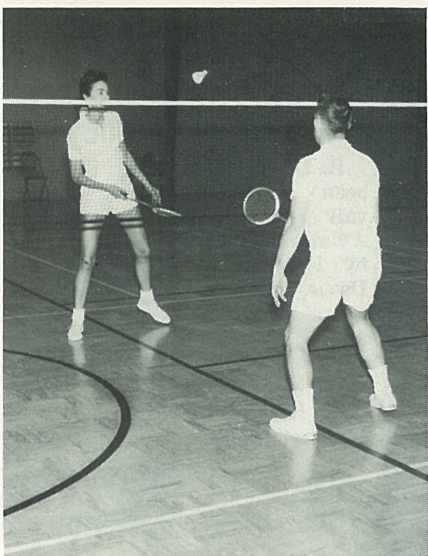
In November, 1943, the 308th Group's Liberators were transferred temporarily to India to join the 14th AF and RAF in an Allied air offensive against Rangoon, a blow conceived by Maj. Gen. George Stratemeyer, the Southeast Asia air commander. AAF Liberators and Mitchells were to strike by day, RAF Wellingtons and Liberators by night. Bad weather hampered the operation, and savage Japanese interception made the cost high, the 308th suffering six B-24s destroyed and five seriously damaged in a single strike. The most successful mission was flown Nov. 27, when Liberators and Mitchells destroyed an estimated 70 per cent of the Insein locomotive works.



TRANSPORT—In top photo, freight is loaded into nose of Convair C-87, Liberator modified for transport purposes. Below, Chinese troops prepare to board C-87 at Yunnanyi Air Base in China, en route to Burma frontier.



"According to our new budget, this is the week you eat . . ."



NEW FIELDHOUSE—CRA's beautiful new fieldhouse, completed less than a month, already is drawing crowds of sports enthusiasts and spectators. Left to right: Mr. and Mrs. H. R. Harrison (he's badminton commissioner) have a friendly game. Second photo, Bob McDonald prepares to shoot in All-Star basketball game, with Ralph Murphy defending. C. J. Hall, CRA business manager, was snapped in the men's locker room. Far right, beginning volleyball players strain toward ball sailing over net. Additional fieldhouse activities are planned by Buildings and Area Committee. L. H. Armstrong is committee chairman.



BRIGHT EXTERIOR—New fieldhouse is a colorful addition to the CRA Area. Metal building is painted a bright blue, with a white roof and red trim. It's just north of parking area No. 1.

Campbell Voted Go-Kart Prexy; Thrills Continue at CRA Track

W. F. Campbell is newly-elected president of the Go-Kart Club. Other new officers include Mary



W. F. Campbell

Bruce, vice president; Wanda Johnson, secretary - treasurer; Jack Parnell, rules and safety, and Lewis Bruce, race program director. Hard luck plagued the racers at their last meet. In the men's Mc trophy dash, L. W. Bruce spun out on the first lap. Troy Jones broke a chain while in the lead with only eight laps to go. Pop Joiner then took over

the lead, only to have his engine get hot and quit running. Race ended with only Jack Parnell left on the track.

Recent first-place go-kart racing winners: Kids' West Bend Class: Billy Slater, heat race; Bobby Heist, trophy race; Danny Mims, feature race. Kids' McCullough Class: Ricky Allmon, heat race; Joe Parnell, trophy race; Danny Mims, feature race. Women's West Bend Class: Jeanette Yeager, heat race; Barbara Parnell, trophy race; Jeanette Yeager, feature. Men's West Bend Class: Frank Cambron, heat; Troy Jones, trophy; Frank Cambron, feature. Men's McCullough Class: Pop Joiner, heat; Jack Parnell, trophy; Troy Jones, feature. Women's McCullough Class: Barbara Parnell, heat and feature races; Barbara Bruce, trophy race.

Gun Club Shoots In Fair Weather

Winter weather has its advantages for some people—but not members of CRA's Gun Club. Announces Commissioner Bill Parrish:

"Our regular shoots will continue at Fort Worth Skeet and Gun Club the last Saturday of each month, 8:30 a.m. to 12:30 p.m. But on days when it's raining or the temperature is below 45, the shoot is automatically postponed until the following Saturday—or the first Saturday when the weather's suitable."

Softballers Slate March 15 meeting

Another sign of spring. R. L. Evans, CRA softball commissioner, has called a general meeting March 15 at the Clubhouse for all persons interested in playing softball this season. Evans said teams will be set up, leagues organized, playing times and dates established. Meeting starts at 8 p.m.

Final Standings

10th Annual CRA Bowling Tournament Winners

MEN'S DIVISION	
CLASS "A" TEAMS	
1. Lydick Insurance (850 Twilight)	2958
Sam Elliston, Dick Smalley, Art Amos, John Morrison, Bob Nielsen	
2. Aub's Steak House	2939
3. 850 - Team No. 6	2931
4. Wing Shots	2929
5. Acme Fence Co.	2913
CLASS "A" DOUBLES	
1. Newt Halbrook, Johnny Harpstrite	1286
2. Jim Nordin, Bill Hodges	1265
3. W. D. "Dody" Martin, D. J. Endres	1262
4. Ray Ford, Ray Self	1260
5. R. Summerhays, Jno. Ewing	1248
CLASS "A" SINGLES	
1. Doyle Gee—638 plus 66	704
2. Bob Kneiff	672
3. John Ewing	671
4. H. D. Hedge	669
5. Jno. Bielefeld	662
CLASS "A" ALL-EVENTS	
1. John Ewing	1986
2. H. D. Hedge	1894
3. Louis Montano	1888
4. Bernie Hoefelmeyer	1874
5. Ray Fisher	1873

CLASS "B" TEAMS	
1. Oilers	2796
Don Smart, Bill Zant, Hayden Hatcher, Ken Monroe, Bill Lackland	
2. Centurions	2754
3. B-58 Team #7	2743
4. Slo-Boys	2730
5. Nodes	2705
CLASS "B" DOUBLES	
1. Al Lanzara, Frank Huffman	1215
2. H. A. Cornell, Ray Fisher	1189
3. David Millican, M. C. Huey	1165
4. William White, Don Adams	1148
5. G. Bedford, B. Saling	1140
CLASS "B" SINGLES	
1. Leonard Henry—690 72	662
2. Don Chism	621
3. Joe Budaus	613
4. Ray Morgan	607
5. Pete Coriddi	601
CLASS "B" ALL-EVENTS	
1. M. P. Keating	1769
2. Cully Vaughan	1718
3. Bob Powers	1713
4. Don Smart	1708
5. Al Lanzara	1705
ALL-EVENTS SCRATCH CHAMPIONS	
Bernie Hoefelmeyer	1784
M. P. Keating	1616

First Class

New Athletic Plant at CRA Gets Big Play

A field house as fine as any in the country—

That's the consensus of CRA members of their beautiful new sports building, recently completed and already getting a big play by members.

Under construction since last September, the field house represents the latest in interior design. In a matter of only moments, facilities can be set up for basketball, volleyball, badminton and table tennis, the four activities for which the building was mainly designed.

Embracing 9,600 square feet, the field house, in addition to the playing area, includes locker rooms for both men and women, showers and rest rooms. The building's well heated in cold weather, and two big ceiling exhaust fans will provide summer comfort.

Exterior of the metal structure is colorful; blue, with white roof and red trim.

The shiny playing floor is of vinyl asbestos tile—a new concept in gymnasium construction. Court lines are permanently inlaid in the tile, and will not require periodic repainting necessary on wooden floors.

The new field house is virtually a do-it-yourself CRA project, under the committee's direction. Little outside help was employed in the design and construction.

L. H. Armstrong heads the committee, which includes Glenn Carter, Ed Weimer, Bill Parrish, Tom Croft and C. J. Hall.

An All-Star basketball game between the Convair and CRA leagues in early February officially opened the field house. The building has been in almost constant use since by volleyball, badminton and basketball players.

About 1,000 spectators can be seated in folding chairs. Bleacher-type seats may be added later.

Cope Cops First In Judo Tourney

A Convair FW electronics technician was a recent first-place winner in the Southwestern championship judo tournament at the Dallas YMCA.

He is Stan Cope of Dept. 75, who was awarded the coveted judo rank of the black belt last October. Cope won first in the 140-pound division of the tournament, and was runner-up to the grand champion.

Cope, a second-shifter, instructs judo at the local YMCA Tuesdays and Thursdays from 10 a.m. to noon.

Fort Worth and Austin tied for the team trophy.



Stan Cope



NEW-TYPE FLOOR—Floor of fieldhouse playing area is of vinyl asbestos tile, which builders say is as durable as hardwood; costs less to install and maintain. Court lines are inlaid.

Hey! How About CRA Hayride!

Hayrides are fun—and they're available through CRA.

Ranch Supervisor Bailey Burks, his big wagon, and the hayride team, Sam and Scooter, the black Percherons, are available for hayrides every Friday from 6 to 10 p.m. Cost is \$1 per couple, and at least five couples must be on each ride.

For reservations, call Burks at CRA ranch headquarters, PE 7-0054.

Rangel Gets Sweep In Table Tennis

John Rangel paddled his way to top winner's post in a CRA plantwide table tennis tournament Feb. 19. Rangel was men's singles champion, and teamed with Lynn Wallace to win the men's doubles events.

Other winners were Jan Mercer, women's singles; Bobby Treese, junior class singles, and Gary Stiles, midget singles.

'Cloud Seven' Next for W&M

Director Chesley York has assembled a highly-talented cast for Wing and Masque's production of "Cloud Seven," a three-act comedy by Max Wilk.

Starring roles went to Ruth Brown, Bill Wilson and Leslie Randolph.

The play will be presented April 6, 7, 8, 14 and 15 in Wing and Masque Playhouse, 2966 Park Hill Drive.

Others in the cast include Alice Tate, Ruth Norwood, Bob Norwood, Bill Scarborough, Joyce Christian, Mildred Dean and Bettie Day. Four male roles remained to be cast at Convairity press time.

Rehearsals got under way Feb. 22, and are called for 7:30 p.m. each Monday, Wednesday and Friday until opening night.

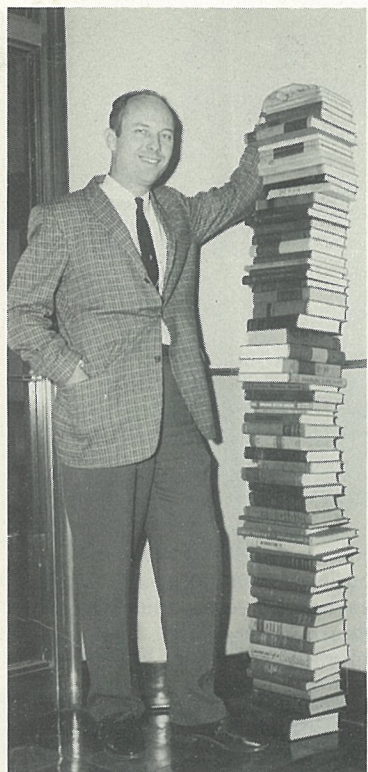
'Movie' Meet Set

"Movie Special" is the tag for Camera Club's next program.

Officers have announced a program of varied movies March 8.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairity. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.	
Tuesday, March 7	STAMP CLUB: meeting, 7:30 p.m., CRA.
Wednesday, March 8	ASTRONOMY: meeting, 7:30 p.m., CRA. CAMERA CLUB: "Movie Special" 7:30 p.m., CRA Clubhouse. WOMEN'S ACTIVITY: "Plastic Flowers," 7:30 p.m., CRA Clubhouse.
Thursday, March 9	ART: oil painting class, 7 p.m., CRA. BADMINTON: free play, 8-10 p.m., CRA Fieldhouse. RADIO: operating, 7:30 p.m., CRA. ROCKHOUNDS: stone cutting class, 7 p.m., CRA Rockhound Workshop. SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA. VOLLEYBALL: free play, 6-8 p.m., CRA Fieldhouse.
Friday, March 10	ART: oil painting class, 9:30 a.m., CRA. BRIDGE: duplicate session, 7:30 p.m., CRA.
Saturday, March 11	MODEL AIRPLANE: radio control contest, 1 p.m., Benbrook Lake. VOLLEYBALL: varsity practice and free play, 3-5 p.m., CRA.
Sunday, March 12	TABLE TENNIS: play, 2 p.m., CRA Fieldhouse.
Monday, March 13	MOVIE: "Silver Lode" (color), with John Payne.
Tuesday, March 14	COIN CLUB: meeting, 8 p.m., CRA.
Wednesday, March 15	BRIDGE: duplicate session, 9:30 a.m., CRA.
Tonight, March 1	ASTRONOMY: meeting, 7:30 p.m., CRA.
Thursday, March 2	ART: oil painting class, 7 p.m., CRA. BADMINTON: free play, 8-10 p.m., CRA Fieldhouse. ROCKHOUNDS: stone cutting class, 7 p.m., CRA Rockhound Workshop. SQUARE DANCING: classes: beginner, 7 p.m.; advanced, 8:15 p.m., CRA. VOLLEYBALL: free play, 6-8 p.m., CRA Fieldhouse.
Friday, March 3	ART: oil painting class, 9:30 a.m., CRA. BRIDGE: duplicate session, 7:30 p.m., CRA.
Saturday, March 4	VOLLEYBALL: varsity practice and free play, 3-5 p.m., CRA Fieldhouse.
Sunday, March 5	ARCHERY: shoot, 2 p.m., CRA Archery Range. GO KART: race, 2 p.m., CRA. MODEL AIRPLANE: free flight contest, 12 noon, Benbrook Lake. TABLE TENNIS: play, 2 p.m., CRA Fieldhouse.
Monday, March 6	MOVIE: "Back From Eternity," with Robert Ryan and Anita Ekburg. Shown lunch period, 50-foot aisle.



EQUAL HEIGHT — Dave Verdery, FW Dept. 8 industrial engineer, contributed most of his university books to "Textbooks for Taejon" drive. They weighed approximately 85 pounds, made a stack as tall as he is.

Over 400 Books Given Thus Far

FW Management Club's "Textbooks for Taejon" drive got a sizable boost recently when an industrial engineer contributed his university textbooks—a stack as tall as he is—to the cause.

Dave Verdery, an engineer in Dept. 6, is 6 feet, 2 inches tall. By coincidence, his textbooks from his University of Florida days measured within a few inches of that height.

Drive for textbooks for the new Presbyterian-sponsored college in Korea got under way a month ago. To date, more than 400 books have been deposited in the plant's collection boxes at various locations throughout the area, reports E. L. Clerc, co-chairman of the drive.

Goal is 500 volumes and the campaign ends Friday for collections.

"Management Club members will then sort, classify and pack the books for shipment, and we hope the program can be completed by March 17," Clerc said.

The club is seeking books in the following categories:

Areas of Bible, philosophy, literature or language, physics books, after 1930; chemistry volumes, after 1940; social science books after 1930; natural science texts after 1930, and classics in any of the above fields regardless of publication date.

Craig Named Chief In Product Support

G. H. Craig has been appointed chief of product support planning and status by R. S. Reade, manager of product support.



Craig came to Convair in 1942 as a service engineer and has held a number of posts. These include aircraft service assistant supervisor, senior field engineer, project system installation engineer, customer service project planner, and reliability projects administrator.

Hatchett Assumes Additional Duties

E. E. Hatchett has been appointed Convair FW small business liaison officer by Frank W. Davis, Convair vice president and FW manager.

He will be contact between all procurement activity at Convair FW and officials of the Small Business Administration. He retains his duties as procurement manager.

Author to Address QC Group March 7

Dr. J. Y. Juran, free-lance author, lecturer, professor and industrial executive, will speak to executives of the Dallas-Fort Worth area March 7 at 8:15 p.m. in Rudy's Restaurant in Hurst.

The meeting ends an eight-month extensive development program by the Dallas-Fort Worth Section of the American Society for Quality Control.

Interested Convair employees may contact R. R. Masseege, ext. 3659 or 3416, program chairman.

Teams Created To Check B-58s

M. M. Jackson, Dept. 75 general foreman, will captain a management team of key departmental personnel which will use ground support equipment in preparing B-58s for AF delivery.

Aircraft will be processed through system operations and delivery, using a performance sell-off station prior to Air Force flight check operation of affected systems, Convair Manager Frank W. Davis announced.

"A team concept will be used on the floor for processing the aircraft through normal operations," Davis said.

"These teams will be established by aircraft systems and staffed with experienced engineering, factory, quality control, and tooling personnel operating on a two-shift basis."

Jackson, representing factory departments, will direct efforts of both management and floor teams on both shifts to "maintain continuity of effort."

Team members are: W. H. Crow, engineering; H. J. Lee, tooling; O. C. Cooper, factory support; R. I. Christian, material; C. L. Sales, manufacturing control; and J. H. Sharp, quality control.

'12-Cent' Idea To Save \$\$\$

A recent suggestion by J. D. Pinkston, test analyst in the engineering laboratory, will save an estimated \$13,940 the first year.

Pinkston's suggestion involves a 12-cent unit that makes it unnecessary to replace a \$7.25 unit, as formerly, on a testing device measuring cyclical fatigue on B-58 wings and rudders.

The testing rams include two Marcotta valves each. Each valve has four internal poppet valves, costing \$7.25 apiece. The portion of the poppet valve which wears out is a rubber seal, molded on the valve by the vendor. Formerly, when a seal was broken or deteriorated, it was necessary to replace the entire valve.

Pinkston suggested repairing the poppet valves at the plant by removing the damaged seal and replacing it with an ordinary "O" ring, about one-fourth inch in diameter. The "O" rings meet all required specifications for sealing—and cost only 12 cents each.

First payment of \$695 on his award has already been paid Pinkston, a third-shifter.

Decision Makers Attending Seminar

Forty decision-making employees are attending the sixth annual value control seminar at Convair FW.

The two-week series started Feb. 20 and ends March 3.

Col. E. H. Epperson, deputy chief test force, Air Materiel Command, is a special guest.

Meanwhile, two other Convair FW employees are appearing as special lecturers at a value control seminar for Eclipse-Pioneer in Teterboro, N. J. They are Dick Russell of educational services and C. W. "Smokey" Doyle, value control coordinator for the spares department.

Eclipse-Pioneer established its own seminar after company representatives attended a two-week meeting at Convair FW.



PUPIL AND FRIEND—Lloyd Turner, special assistant to the Convair FW manager, and one-time university professor, returns to classroom in advance of Public Schools Week and discusses second-grade work with Jan Dalee Onstott, whose mother is in Dept. 3-2 at FW.

Special Bus to Carry Delegation On Annual Visit to Schools

A special bus will carry some 30 Convair supervisors to a Fort Worth school this year in observance of Public Schools Week in Texas March 6-10.

The Convair contingent will board a bus at 11 a.m. March 9 in front of the administration building and head for either Paschal or Arlington Heights High School.

Lloyd Turner, special assistant to the FW manager and member of the Board of Education, arranged the tour, which will have a new twist.

"Instead of visiting a number of schools on the tour, we'll spend several hours at the one school we visit," he said.

The tour will include visiting classrooms, inspecting the building, and having a free lunch in the school cafeteria. Return to the plant is slated for about 2 p.m.

Turner expressed hope that all

Convair employees, if possible, visit a public school during the week. Parents may visit classrooms and eat with children in their school cafeteria during the week, he said.

Public Schools Week takes on special significance for a number of other Convair employees.

They include W. E. Dwiggs, Dept. 27-1, secretary of the Everman Independent School District; J. I. Embry, Dept. 73, president of the Peaster School Board the past three years and a member the past eight; A. W. Ray, Dept. 36, president of the Rendon School Board, and George Schaeffer, Dept. 4, member of the Kennedale School Board.

G. V. Gibbens, Dept. 27-4, now mayor of Chico, served as a member of his community's school board 10 years prior to his election as mayor. A. E. Homcomb, Dept. 57, served on Benbrook's school board from 1938 to 1944.

One-Kilowatt Reactor Added To Nuclear Facility at FW

A new Reactivity Test Assembly (RTA) for research and testing has been added to Convair's nuclear capability.

The reactor has a one-kilowatt maximum power and is contained in the nuclear experiment building (formerly rocket run station) in Area No. 3.

About 40 inches in diameter and over nine feet deep, the test chamber is used to test for "nuclear reactor parameters."

"We'll test reactors for fuel-loading capability, reactivity of cores, and control rod worth," says J. T. Pancoast, senior nuclear engineer in charge at the new facility.

"For example," he added, "we've already conducted one critical experiment to determine the minimum nuclear material required to sustain a chain reaction in one reactor."

"In ascertaining the reactivity worth of a core, we measure the

amount of fuel above that required to produce sustained chain reaction."

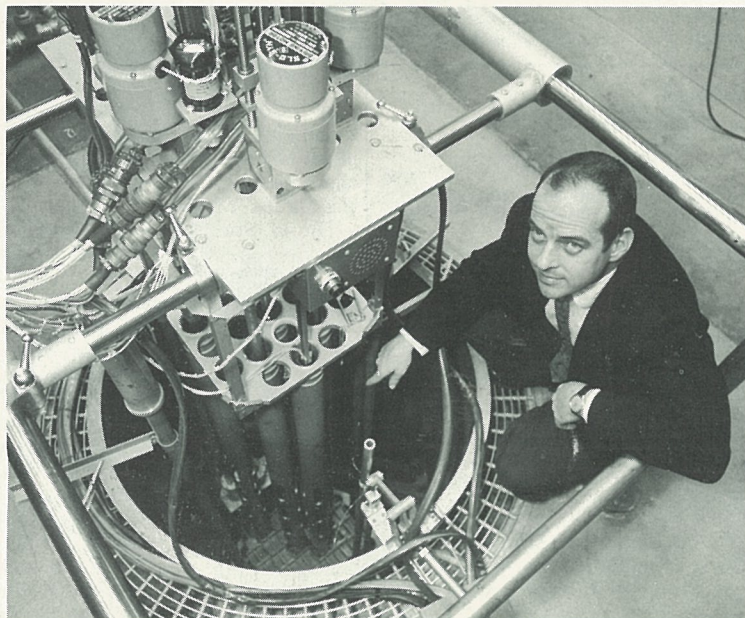
Pancoast pointed out that varying temperatures and fission create poisons capable of reducing nuclear power of a core.

Capabilities of rod material to control or shut down an operating reactor is determined in still another series of tests.

Other assignments for the assembly include verification of amount of uranium in each "fuel element" bought commercially.

"The work done in RTA will save time and many critical tests formerly done in the larger Ground Test Reactor and Aircraft Shield Test Reactor facilities," Pancoast pointed out.

Ed Jordan and H. B. Harrison, nuclear engineers, are assisting Pancoast at the RTA facility. E. J. Brunner, nuclear group engineer, is in charge of testing at all three nuclear facilities.



NUCLEAR—J. T. Pancoast, senior nuclear engineer, shows where critical tests are now conducted in Convair's new Reactivity Test Assembly.

Woolfolk Appointed Resident Office Manager at Stanley

B. L. Woolfolk, Dept. 89-1, has been appointed manager—Convair resident office at Stanley Aviation Corp. by Frank W. Davis, Convair vice president and FW manager.

He will report to R. Kahn, subcontract operations manager at Convair FW.

Other assignments to the Stanley office include:



B. L. Woolfolk

W. F. Sutton, Dept. 54 general foreman, who will be subcontract management production specialist responsible for monitoring and reviewing production activities at Stanley.

R. C. Bissell, group engineer-tests, will be assistant project engineer responsible for coordinating all Convair engineering activities at Stanley.

"Convair FW personnel now assigned to Convair resident office at Stanley will continue to execute their assigned duties consistent with realignments," Davis said.

Key personnel and function at Stanley now include:

Engineering, Bissell; production, Sutton; administration, J. P. McGee; quality control, J. M. Gooch; reliability, J. A. Hillaker; spares, J. B. Nesmith.

Brew to Head Office At North American

D. G. Brew, manufacturing projects administrator, has been named head of Convair resident office at North American Aviation by Frank W. Davis, Convair vice president and FW manager.



D. G. Brew

Brew joined Convair FW as a production planner in 1950 and has served in various supervisory posts, including manufacturing control foreman and supervisor, manufacturing control project administrator, and manufacturing control superintendent.

He holds a BS degree in production management from Syracuse University.

I. J. Mack, of North American has been named quality control representative at Convair FW.

FW MAN CHOSEN FOR MEXICO TRIP AS NMA DELEGATE

John N. Watson of FW's Dept. 3-3 will be National Management Association's delegate to a Pan-American management conference in Mexico this month.

Watson, an NMA director, will attend the third Inter-American Management Conference in Mexico City March 6-11. He was chosen NMA's delegate after Mexico's ambassador to the U. S. invited the American group to be represented.



John N. Watson

Most major Latin American countries will send delegates to the meet, including Argentina, Colombia, Mexico, Peru and Chile. Canada also will be represented.

The conference is sponsored by the Pan-American Council of the International Committee of Scientific Organizations, a UNESCO consulting body on scientific management.



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SAN DIEGO, POMONA AND ANTELOPE VALLEY, CALIFORNIA

DAINGERFIELD AND FORT WORTH, TEXAS

Modified C-54 Leaves Convair Ahead of Sked

The first C-54 to roll off Convair Fort Worth's modernization line now is in service in Portugal. It was delivered to an Air Force ferry crew May 23—two weeks ahead of schedule.

It is the first of five C-54 type airplanes modified at Convair Fort Worth this year. Four of the ships are being converted for air-sea rescue tasks.

Each of the four remaining ships is in "ahead of schedule" status, and one now is being flown by Air Force crews in acceptance tests.

"We are very happy that we could take a small number of airplanes and do such a complete job ahead of schedule," E. E. Finch said. "Everyone concerned did a swell job."

The modernization job began in February. Each of the ships is some 14 years old, and many items needed in the conversions could not be purchased "off the

(Continued on Page 6)

First Carswell Crew Qualifies in Hustler

Air Force plans for testing and evaluation of Convair supersonic B-58s at Carswell AFB moved ahead this month as Carswell's first crew made qualification flights at Convair Fort Worth.

Maj. Kenneth K. Lewis Jr., pilot, said the crew's first flight in the delta wing bomber was "routine—the airplane operated and performed as expected."

Lewis' crew includes Maj. James P. Zwyer and Capt. Perry E. Amidon. All the men were assigned to Carswell's 6592nd Test Squadron (B-58) from the directorate of flight and all-weather tests at Wright-Patterson AFB.

Col. David M. Jones commands the new test squadron, which was formed early this year.

Lewis' crew will accept delivery soon on the first B-58 to go into the test force inventory at Carswell. The first ship will be an all-weather test airplane.

B. A. Erickson, manager of flight at Convair Fort Worth, said Lewis' crew is the first of several Carswell crews expected to qualify for the B-58 at Convair Fort Worth.

The qualification flights are scheduled through the flight department.

The crews will make up a "B-58 Joint Task Force" at Carswell, which is a cooperative effort between Convair, Air Research and Development Command, and Strategic Air Command.

The task force was formed to speed Hustlers through the test program and into the Air Force inventory in the shortest time possible.

"We are really sold on the idea," Lewis said. "This is the first time in history of Air Force development that this approach has been used."

"It will reduce the time interval between first flight and delivery to SAC of the best possible, fully operational weapon system."

The joint effort will complete testing and development of the B-58 and at the same time will train SAC crews to operate the weapon system. Test aircraft will operate out of Carswell.

"When the first inventory airplanes begin to roll off the assembly line," Lewis explained, "we will have combat-ready crews there to pick them up."

Lewis' crew flew supersonic on



"GRADUATES"—Maj. Kenneth K. Lewis Jr., left, Capt. Perry E. Amidon and Maj. James P. Zwyer, right, grin after first flight in B-58. They become first Convair-trained B-58 crew of 6592nd Test Squadron (B-58) at Carswell AFB.

20,000 See Last B-36 Head West

Some 20,000 people squinted to watch as the huge B-36 skimmed low over the Carswell runway, climbed sharply and flew away to the west.

The crowd watched silently until the ten-engine airplane became a tiny speck among the clouds, then disappeared from view.

In that one emotion-filled minute, the era of the B-36 at Fort Worth's Carswell AFB was ended—with perhaps the most elaborate tribute ever paid to any airplane.

"The B-36 won a war by keeping us out of it," said Lt. Gen. C. S. Irvine, Air Force deputy chief of staff, who was on hand for the Memorial Day ceremony.

The Carswell program was a tribute to the B-36, the men who built it, who flew and maintained it.

Brig. Gen. Nils O. Ohman, commander of the 19th Air Division, said the B-36 for the past decade "has played an important role in the defense of the United States."

"It reigned as champion in the strategic arena, and would-be aggressors knew that it had the capability of delivering a knock-out punch," he said.

"This salute today is an inadequate but heartfelt 'well done.'"

A ramp ceremony to reenact the delivery of the first B-36 to Carswell in June 1948 was held before the B-36 took off. Col. John Roberts, who accepted delivery of the first B-36, gave orders for the final flight.

Then Roberts and Amon Carter Jr., son of the late Amon Carter who also was on hand for the first delivery, rode in the ship as it taxied to the runway.

After takeoff, the B-36 was joined by an all-jet B-52 and a supersonic Convair B-58 for a flyby—and the venerable B-36 demonstrated for the crowd that she still can kick up her heels.

The huge bomber returned alone minutes later for her final farewell salute, swooping low over the field, then sharply climbing to altitude.

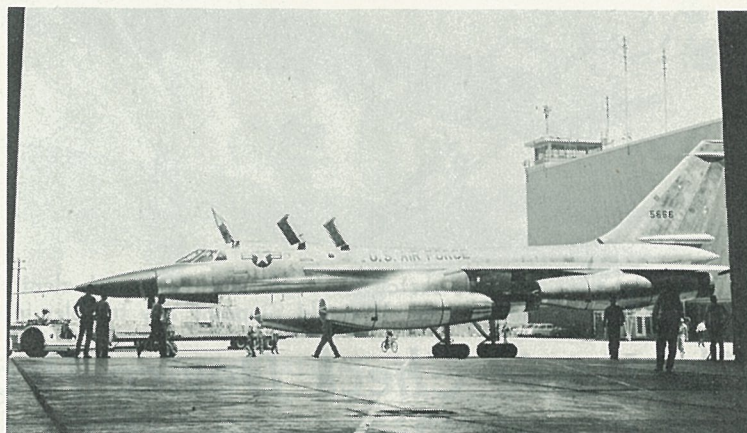
Then, as men of the 19th Air Division paraded past the reviewing stand, and the 2nd Air Force band played the last strains of the Air Force anthem, the B-36 turned into the west.

August C. Esenwein, Convair Fort Worth manager, said the farewell ceremony was "a very impressive tribute."

"It brought lumps to a lot of throats."

Thousands of Convair Fort

(Continued on Page 6)



OFF TO FLIGHT—B-58, with flight tower at right, leaves building for journey to flight line and another demonstration of what it can do.

B-58 Demonstrating Its Operational Capability In 'Seven Up' Air Testing

Convair Fort Worth's "Operation Seven Up" will end this month as flight test crews put a supersonic B-58 Hustler through its paces in a demonstration of its operational capabilities.

The demonstration will show the delta-wing bomber's potential as a weapon system for the Air Force.

The "Seven Up" program has been described as "more important than the first flight of airplane No. 1."

"We have told the Air Force what the B-58 will do," said R. W. McGuffee, development manager. "This test will prove that the plane measures up to these predictions."

"All people throughout the factory have given tremendously of their efforts to make this task a success. It is a good example of what can be accomplished when we work together as a team."

The "Seven Up" operation began in February, with a ship—fresh off the line—of the latest configuration. Only one month later the ship made its first flight.

The plane since has made a number of flights which have resulted in "a tremendous amount of good data." Information gath-

ered to date is very satisfactory.

Data gained on previous flights paves the way for this month's actual demonstration of the B-58's capabilities.

Special crews worked on an around-the-clock basis to prepare the demonstration airplane for "Operation Seven Up." R. W. Dodd, superintendent of development field operations is responsible for the overall task, but all departments gave assistance as required.

Free Barbecue Features Next FW Club Meeting

June meeting of the Convair Fort Worth Management Club will spotlight the flight department, and will include demonstrations and displays of flight crew survival equipment.

Tickets are free to Management Club members and are available at all regular ticket stations. A barbecue chuck wagon dinner will be served.

Bruce McHarg, club program chairman, urged that all members get tickets early. "We must know by June 24 how many people will attend," he said. "No tickets will be available after that date."

Members must present both a ticket and their NMA membership card for admittance.

Theme of the meeting is "Know Your Flight Test Programs and the Men Who Do the Flying." B. A. Erickson, manager of flight, will head the program.

The meeting will be at Lake Worth Casino June 26. Social hour begins at 6 p.m. when flight personnel will demonstrate survival equipment. On display will be various types of pressure suits, parachutes, and survival kits.

Erickson said the program will highlight points of interest in the various flight operations. Flight department personnel and flight crew members of other departments who regularly fly on tests will present the program.

A sell-out is expected so members were urged to obtain tickets promptly.

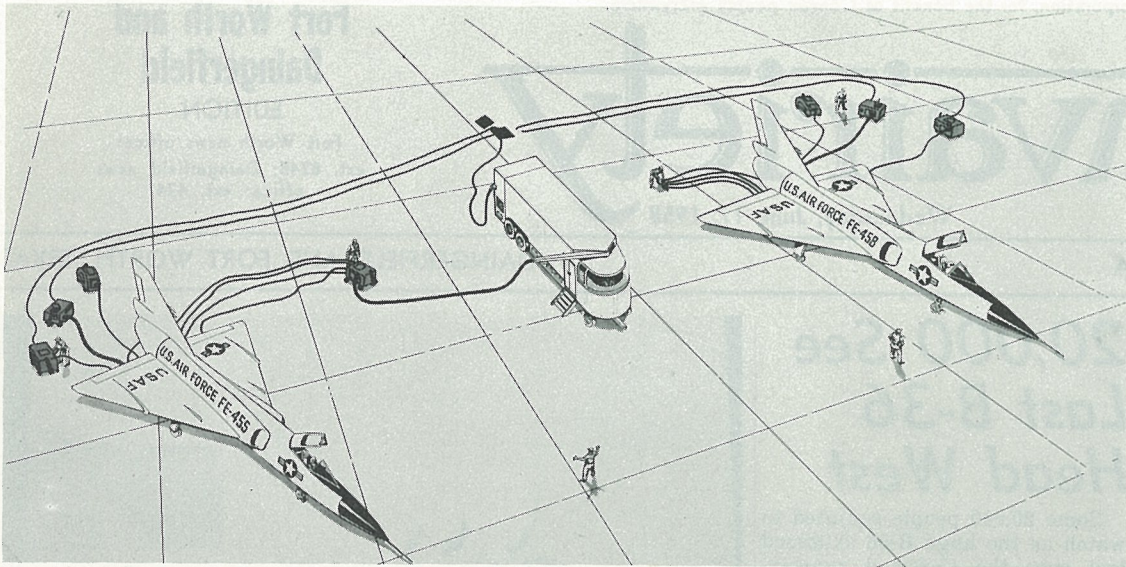
McClure National ASQC Vice-Pres.

J. Y. McClure, manager of quality control at Convair Fort Worth, now serves as national vice president of the American Society of Quality Control.

McClure, a fellow member of ASQC, is past chairman of the Dallas-Fort Worth chapter, ASQC, and for the past two years was national treasurer.



LAST LOOK—B-58, left, B-36 and B-52 make high speed run over Carswell AFB as crowd cranes for better look. This was B-36's farewell to Carswell before retirement.



SAY "AAAHH"—Artist's sketch illustrates how proposed electronic checkout system would work, operating from a mobile van. It would pinpoint any troubles in matter of seconds.

Electronic Check Device Proposed For Quick Diagnosis of Plane Ills

Rapid "diagnosis" of "ailing" missile or aircraft components would be relatively simple utilizing a new electronic checkout device proposed by Convair.

The device would pinpoint faulty parts in seconds, then suggest appropriate maintenance or repair action. Or it would give the test item a clean "bill of health."

Known as a Rapid Automatic Checkout system (RACO), the device was visualized by Convair San Diego engineers during an Air Force design study.

RACO, which would weigh almost as much as items it would test, would be installed in a mobile trailer. Its tons of electronic equipment would be able to perform 14,700 major test sequences per second. And aircraft like the Convair F-106A could be checked completely, exclusive of fire control, in from two to five minutes.

Thus, semi-skilled technicians would be able to pinpoint troublesome parts and recommend repairs. Fewer aircraft would be out of service, less training would be necessary for maintenance men, and less maintenance equipment would be required.

Convair proposes that some 250 tiny instruments, plus 850 lightweight connecting wires, be integrated into aircraft or missiles during production. Then RACO could simply plug into these wires to perform its check.

Convair first began toying with an idea like RACO back when preliminary data processing was going on for the Atlas missile. However, the Air Force study dates from March of last year.

Development of the RACO idea fell under a special committee chaired by Design Specialist R. A. Kirkman with E. R. Woods as his assistant. Various engineering functions assigned men to round out the committee. Included were R. E. King, H. Stern, H. J. Stuart, L. Powers, D. K. Wade, and H. F. Jackson.

Program Research Director Appointed

Oliver H. Fulton Jr. has joined General Dynamics Corporation in the new post of director of program research.

Fulton will assist Kenneth Stiles, vice president—plans and programs, and will be responsible for evaluating and coordinating commercial product development in the Corporation's divisions and subsidiaries.

A graduate of MIT, Fulton had served as director of product planning for the Underwood Corp. and had previously been senior consultant with the firm of Booz, Allen & Hamilton. He also had served for eight years as development engineer with the Radio Corp. of America.

Wind Steals Check For Income Refund

An income tax refund check, along with other mail, was tucked under the sun visor of Virginia Hartley's car as she drove home from the postoffice one recent evening.

A playful Antelope Valley breeze whipped the check out the window. Unable to locate it in the darkness, Virginia (Palmdale Dept. 328-1) sought Highway Patrol help, but even their searchlights failed to locate it.

Next morning, en route to Convair Palmdale, she decided on one last search. There it was, nestled in the weeds alongside Sierra Highway.

FW Division Operating 'Pilot Shop' to Research New Techniques in Mfg.

Convair Fort Worth's manufacturing research and development department — faced with fast-increasing demands for new tools, equipment, and manufacturing techniques—now operates a "miniature factory area" for production studies.

Called a "pilot shop," the new area is expected to give Convair a "jump" on rapid advances in development of aircraft and missiles.

Its concept is to speed design off the drawing board and into shop production as efficiently and as economically as possible.

As designs are improved, manufacturing research and development is hard-pressed to supply production know-how to shop people.

In other words, a design for a superior weapon system is worthless unless translated into production know-how which leads to hardware.

The pilot shop occupies some 4,000 square feet between columns 90E-H and 92E-H on the mezzanine. There, producibility studies are conducted in brazing, bonding, plastics, ceramics, sheet metal, welding, and machining.

"With the new shop," said C. I. Livingston, senior manufacturing research engineer, "we can pull much research work out of production areas. This will eliminate conflicts with current production efforts."

"We can evaluate experiments on the spot and work closely with other manufacturing research engineers, who now will use the central research facility."

Under former methods, manufacturing research engineers were given a production problem. They went into production areas to work it out.

This was expensive and did not always produce the desired results.

In the well-equipped pilot shop, most studies are brought together in a centralized location. Production problems are ironed out in a systematic and orderly fashion.

When a new technique is perfected, the pilot shop then becomes a training ground. Shop people who will use the new techniques are brought into the "miniature factory" and shown how to apply the new development.

Manufacturing research engineers then will provide follow-up assistance to the factory until the technique becomes a "routine" operation.

Convair Fort Worth's pioneering in the field of honeycomb sandwich panel construction is a fine example of the work to be done in the pilot shop.

Basic research proved that such construction was feasible, but it was up to manufacturing research to prove that it was producible on a practical basis.

Manufacturing research since has come a long way in the art of machining, forming, fastening, and finishing honeycomb components. And Convair is now by far the leader in the industry on production of this type structure.

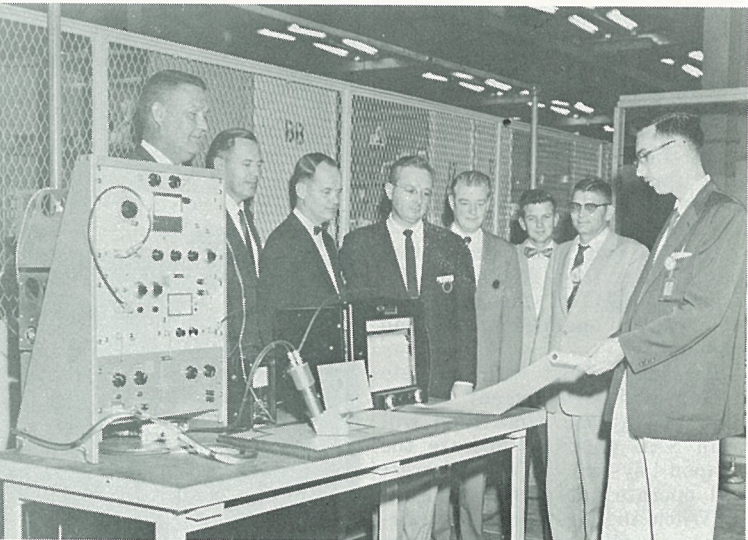
Though the pilot shop will continue to work on improvements and refinements of current techniques—particularly in areas of cost reduction—Livingston foresees future pilot shop activity pointing the way to wider use of plastics, ceramics, and welding.

The pilot shop has necessary equipment to simulate actual factory production, including a plastics and ceramics area, machinery for sheet metal research, brazing furnaces, and equipment for perfection of other manufacturing efforts.

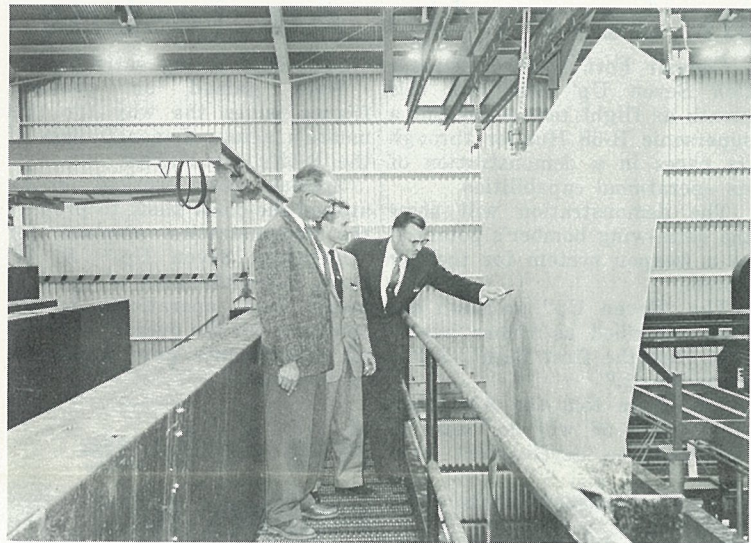
Convair Fort Worth is the first division in the Convair family to have such a proving ground.



FIREWORKS—Welding technique is demonstrated in Convair FW's "pilot shop." By closed-circuit television, others can be briefed on new methods.



MANAGERS ON TOUR—R. E. Rinehart, FW senior nuclear engineer, explains to visiting tool managers from other divisions a pilot shop device for measuring thickness of metals.



INSPECTION—From left to right, John Williamson (Dept. 197), Michael Brega and T. J. Butters, CAA inspectors, check wing skin part of 880 before it is emerged in alodine processing tank, preliminary step before going to assembly and, ultimately, Scotchweld oven for bonding.

CAA, 20 Years Old, a Veteran of 14 Convair Years, Plans Celebration

Civil Aeronautics Administration will observe its 20th birthday this month with a public observance at San Diego's Lindbergh Field June 21, 22.

The agency, which has played an important role in every Convair commercial transport program, has maintained an office at Convair SD since 1944. Called the "Aircraft Engineering District Office," it is responsible not only for the San Diego area but Riverside.

R. J. Bowers, supervising inspector, has been in charge during all of the more than 14 years. Other staff members are the three manufacturing inspectors, T. J. Butters, Michael Brega, and Daniel J. McBride. Dorothy Aaron is office secretary.

Responsible for certifying the safety of Convair aircraft, CAA has monitored all of Convair's transports, from the XC-99 to the 240, 340 and 440, watching progress from the planning stage through manufacture to flight test and ultimate delivery to customer. Currently they are working closely with the SD Division in development of the 880.

Coordinating activities between Convair and CAA are John Williamson, SD Dept. 197, and T. W. Sanford, SD, Dept. 6. Assisting are two score Convair men who have been designated by CAA as representatives. There are 16 manufacturing engineering representatives, seven inspection representatives and 17 CAA approved pilots.



"Remember the card you gave me that I wasn't supposed to bend, fold, staple or mutilate? Well . . . I LOST it!"

FRANK ADAMS



OUR CHOICE — Dee Anne Flaming, 18, daughter of Jeanette Flaming of SD Dept. 188, Plant 2, recently won Miss San Diego beauty title and competes this month for Miss California crown. As charming as she is beautiful, Dee Anne is a freshman at San Diego State.

Four Attend USAF, Industry Meeting

Four delegates from Convair SD attended the 34th Air Force-Industry Conference in Los Angeles May 20-22. Among the 275 aviation representatives were W. P. Easley, engineering flight test; G. S. Schendel (Dept. 15-5); Charles L. Blake, Convair staff engineer; and Harvey L. Sterling, of inspection at Edwards AFB. N. N. Lacy of FW spoke.

100 Expected At AF-Convair F-102 Meeting

First Joint Air Force-Convair F-102 Maintenance and Technical Review Conference will be hosted at Convair SD June 17-19 for AF representatives from SAAMA, ADC, and AAC.

Held for the first time on Convair's jet interceptor, the three-day conference will allow AF representatives to meet with Convair technical experts to review maintenance experience at the squadron level, said O. W. Harper, chief of interceptor service and conference chairman for Convair.

Other conference chairmen are Col. John W. Breehl, deputy director for field services, SAAMA, Kelly AFB, San Antonio, Texas, and Col. George R. Herrman, director of aircraft and missiles, ADC, Ent AFB, Colorado Springs, Colo.

The 100 delegates expected to attend will represent the approximately 30 AF bases in the U. S., Alaska, and Newfoundland where F-102s are now, or will be, located; Air Defense Command headquarters at Ent AFB, Colorado Springs, Colo.; SAAMA, Kelly AFB, San Antonio, Texas; Alaskan Air Command, Anchorage, Alaska. Invitations have been issued to Pratt & Whitney Aircraft Corp., Hughes Aircraft Co., Bendix Aviation Corp., Sundstrand Corp., prime contractors.

Most of the three-day conference at the Mission Valley Inn will be spent in discussion of technical questions affecting F-102 maintenance and operation, communications, and in exchange of information between squadron representatives on operating practices and experience.

B. F. Coggan, Convair SD division manager, will give the Tuesday welcoming address and T. G. Lanphier Jr., vice president and assistant to the president, will make the main address at the Wednesday dinner meeting. Al Higgins, Plant 2 works manager, will be dinner toastmaster.

Other Convair SD men on the program will be J. J. Alkazin, manager customer service; H. R. Kennedy, chief of service publications; John Doig, chief of service parts; W. F. Chana, service engineering supervisor; P. M. Benner, chief of inspection at Plant 2; P. A. Carlson, F-102 project engineer; J. B. Hurt, B. B. Shaffer, R. L. Hayward, design group engineers; and L. E. Ottem, senior project engineer, who will give a review of the F-106.

A tour of the F-106 manufacturing area will conclude the three-day meeting.



CONTRAST—During Armed Forces Day at McChord AFB, Wash., a 1912 model Curtiss Pusher, piloted by Peter Bowers, collector of old-type planes, was among attractions. Cameraman caught this novel picture when F-102, flown by Capt. A. J. Parker, passed overhead.

24 CONVAIR SONS TO MAKE 100-MI. RUBBER BOAT TRIP

Twenty-four Convair sons will make a 100-mile rubber boat trip down the San Joaquin River this summer in the annual Air Explorer Scout trek of Squadron 340, the Convair San Diego Management Club-sponsored unit.

The trip is open to any Convair son 14 or over. It will begin Aug. 23 and end about Sept. 1. Final destination is the delta country around San Francisco known as the "Everglades of the West."

At least two adults will make the trip. Total price per boy is \$18.

Application forms, available at all Convair SD and Astro employee services offices, must be turned in by July 15.

BOSSART AND CLARK JOIN SEBOLD STAFF

Appointment of two top Astronautics engineers to the staff of R. C. Sebold, Convair vice president—engineering, has been revealed.

Karel J. Bossart, on leave as Astro's technical director, will act as Sebold's assistant for missile engineering. Dr. John C. Clark, former assistant to Astro's manager, will be a technical and scientific assistant.

Bossart is known for his work in developing the MX-774, predecessor to the Atlas ICBM and the Atlas itself. His personal influence is noted on many of the Atlas' unique design features. He has been with Convair since 1941.

Dr. Clark is a leading physicist who was associate leader of the test division at Los Alamos Scientific Laboratory from 1946 until 1957. He helped direct most of the nation's nuclear weapons tests during this period. Dr. Clark was first a Convair consultant, then joined Astro full time in March, 1957.

Adjustable-Type Board For Harnesses in Use

A new type of adjustable harness board which can be recorded photographically and then changed to another pattern has replaced the old-type permanent fixture for electrical and electronic wiring set-ups at Convair SD.

The new fixtures operate by removable pegs and are similar to giant cribbage boards. They will eliminate the storage problem of the hundreds of harness boards needed for the 865 different wiring set-ups used in the Convair 880 jet transport.

"We estimate that at least 1600-sq. ft. of space will be saved by the use of the new boards," H. G. Rote, final assembly superintendent, said. "That was the amount of room occupied by the hundreds of permanent fixtures for the Convair-Liner 440, and there will be many more used on the 880."

A Cost Improvement Proposal submitted a year ago by J. C. Perry and R. J. Ratliff, Dept. 180 assistant supervisors, started the ball rolling and brought about the present change-over from the old-type permanent boards which had to be kept as long as a plane model was in production.

The new 2x8-ft. boards, painted gray, are made in the Convair SD wood shop and delivered to proofing mockup (Dept. 180, Plant 1). There they are drilled with 1/8-in. peg holes, 5/8-in. apart, and indexed with numbers and letters along the sides. Specifications for wiring locations, wire lengths, and points of break out are duplicated on small wooden slips attached to each board.

After the harness is set up by proof planning, the boards are photographed. Three photo copies on chonreflex, a special type of flexible film paper which may be folded without damage, are used for permanent records. Two go into the planning folder of each

harness, and one to tooling for later transfer to assembly records.

"Under the new system, it is only necessary to keep the harness boards set up while they are actually in the works," said M. B. Fuhrmann, proof planning foreman. "After they are photographed, the pegs and instructions are removed and the boards are ready for other wiring set-ups."

About 25 harnesses can be set up in a day in the proofing department and photographed in lots of 10 before they are blanked. At any time a change is necessary in a particular wiring harness, the set-up can be duplicated at once from the photo file and a new serial number attached.

AFMTC's Kulchin Wins State Speech Title

Bernard A. Kulchin of Convair Astronautics industrial relations at the Air Force Missile Test Center has won the Florida state Toastmaster speech contest.

Kulchin spoke on "Case for the Cessation of Nuclear Bomb Tests." He will enter a zone contest this month in Asheville, N. C.

That Ken Quimby! Talks up a Storm

For a moment it seemed to those attending a workmen's safety committee dinner meeting in a Cocoa Beach motel that Ken Quimby's powers of description were almost beyond belief.

While the Convair safety engineer assigned to AFMTC was vigorously discussing fire hazards, the building was burning with equal vigor!

Dinner (somewhat overdone) was postponed for a week.

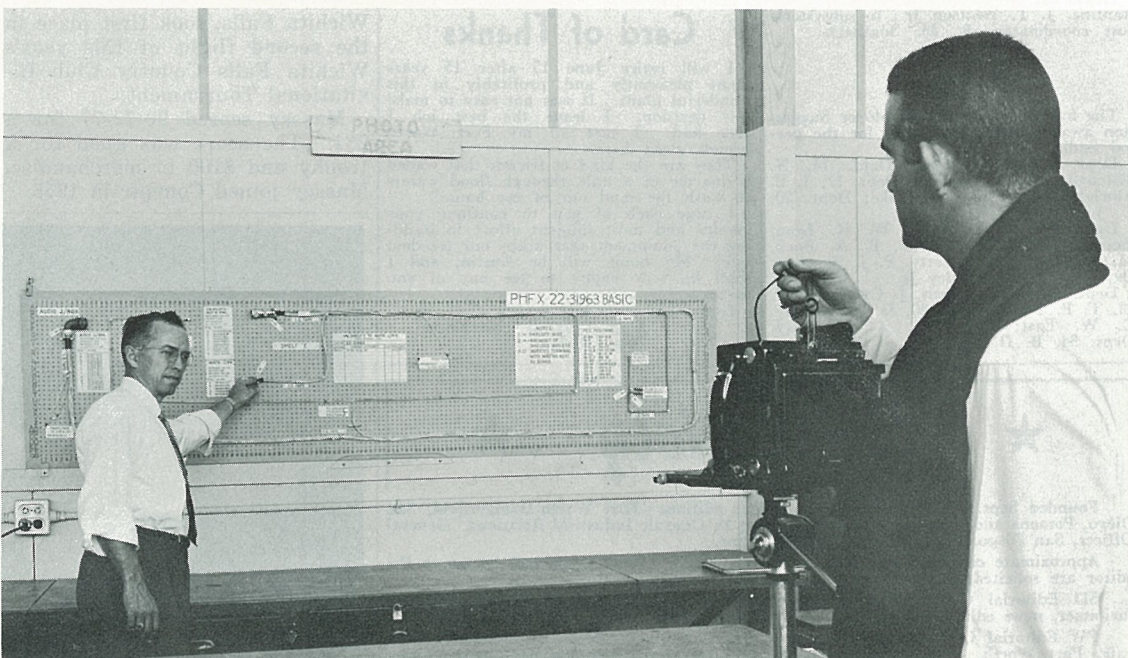
An Evening Off For Courting . . .

(The following office rules, effective less than 100 years ago, appeared previously in the "Ingot," published for employees of Fontana Steel Plant of Kaiser Steel Corp.)

1. Office employees will daily sweep the floors, dust the furniture, shelves and showcases.
2. Each day fill lamps, clean chimneys, and trim wicks. Wash the windows once a week.
3. Each clerk will bring in a bucket of water and a scuttle of coal for the day's business.
4. Make your pens carefully. You may whittle nibs to your individual taste.
5. This office will open at 7 a.m. and close at 8 p.m. daily, except on the Sabbath, on which day it will remain closed.
6. Men employees will be given an evening off each week for courting purposes, or two evenings a week if they go regularly to church.
7. Every employee should lay aside from each pay a goodly sum of his earnings for his benefits during his declining years, so that he will not become a burden upon the charity of his betters.
8. Any employee who smokes Spanish cigars, uses liquor in any form, gets shaved at a barber shop, or frequents pool or public halls, will give me good reason to suspect his worth, intentions, integrity, and honesty.
9. The employee who has performed his labours faithfully and without faults for a period of five years in my service, and who has been thrifty and attentive to his religious duties, is looked upon by his fellowmen as a substantial and law abiding citizen, will be given an increase of five cents per day in his pay, providing a just return in profits from the business permits it.

Be Worthy of Your Hire!
Zachary U. Geiger, Sole Proprietor
Mt. Cory Carriage & Wagon Works.

April 5, 1872.



READY? FIRE!—Camera makes permanent record of harness setup before it is changed, using new-type adjustable harness board. Photographer is Jack Matthews. At left is J. C. Perry, SD Dept. 180, who suggested new system.

CRA Radio Contacts Panama To Ease Fears of Two Here

CRA's radio station, W5SJJZ, paid handsome dividends recently when student demonstrations raged in Panama.

The radio brought peace of mind to two Convair Fort Worth employees, Al Cabal and Marco De O'Baldia of Dept. 6-2. The men, worried about families there, contacted M. W. Schelper, radio commissioner.

"Our facilities really paid off," Schelper explained. "It is the first time our beam (new directional antenna) has really done a job."

Schelper went to CRA and quickly contacted Mrs. Virginia T. Harvey (KZ5VR) of Balboa Heights, Canal Zone. Mrs. Harvey telephoned families of the

men and relayed the word that they were okay.

And, to supplement the scant news the men had received, Mrs. Harvey read the Panama City newspaper to the men over the radio.

Schelper said new equipment now is on order for the radio activity. It includes a Johnson 6N2, six and two meter 90-watt transmitter; a Hammarlund HQ110 all-band receiver; and a single side-band exciter (low-power transmitter).

More plaudits for the radio group: During the recent NIRA conference in Fort Worth, the activity accepted 26 messages from delegates. All were promptly delivered. Radiomen worked seven states and two provinces in Canada to get the messages off.

The Passing Years...

Fort Worth

The following service emblems are due during the period June 16 through June 30:

Fifteen-year: Dept. 4, L. Hughes, G. D. Wilkerson; Dept. 5, E. W. Richter; Dept. 6, W. E. Fuller, G. R. List Jr., J. V. Ray.

Dept. 7, H. J. Lee, O. W. Wentworth; Dept. 9, B. O. Williams; Dept. 15, J. C. Montgomery Jr.; Dept. 17, J. W. Calloway, C. P. Connally.

Dept. 19, N. E. Kuhn, B. W. O'Bannon; Dept. 20, D. Reyna; Dept. 22, E. L. Blaine, L. R. Davis, D. M. Maben; Dept. 24, R. A. Browning Jr., M. Cates, A. Haynie Jr.

Dept. 25, G. T. McCulley, J. E. Moore; Dept. 27, E. D. Head, H. C. Worcester; Dept. 29, P. V. Calder, N. S. Lavery, J. C. Lindley, E. M. McDonald, J. E. Sartin.

Dept. 30, J. L. Willson; Dept. 31, S. B. Lowe, Dept. 32, C. L. Baggis Jr., O. H. Combs, R. C. Martin; Dept. 36, J. Carter.

Dept. 42, B. G. Brewer, A. O. Cross, J. West; Dept. 46, E. C. Morris Jr., E. Nowell; Dept. 48, A. A. Long; Dept. 54, W. B. Gage.

Dept. 55, W. R. Jones; Dept. 59, M. M. Ramos; Dept. 64, L. D. Dobbins, L. Green, B. Manasco, M. Razo, Z. W. Martin, L. D. Wythe.

Dept. 65, M. H. Anderson, F. B. Baggett, J. R. Coleman, P. M. Daniels, L. B. Hathcock, T. E. Rhoades, W. W. Walker; Dept. 73, P. Elder.

Dept. 81, J. A. Echols; Dept. 82, B. T. Brewer; Dept. 96, H. W. Hodges, F. M. Walters.

Ten-year: Dept. 4, R. L. Ballard, C. W. Campbell; Dept. 6, H. E. Carpenter, J. W. Gregg, G. C. Grogan Jr., C. D. Sutton; Dept. 7, T. L. Horn Jr.

Dept. 11, J. Owens; Dept. 15, G. S. Campbell; Dept. 19, C. J. Roberson, S. Bobbitt; Dept. 20, W. E. Harwell, E. E. Read, G. H. Squires; Dept. 22, D. N. Keen.

Dept. 24, L. A. Bellah, R. A. Lance; Dept. 25, J. D. Jones; Dept. 27, J. Carter, A. J. McKinnerney, J. C. Jackson, W. M. Lester, R. E. McNatt.

Dept. 29, W. S. Darnell, O. L. Springer; Dept. 30, H. T. Jernigan, C. W. McEntire; Dept. 32, C. Young; Dept. 35, R. V. S. Kidwill.

Dept. 42, R. D. Brown, R. O. Hoven, C. R. Johnson, J. J. Johnson, J. L. McKenzie; Dept. 46, O. B. Chapman, W. H. Cooper, S. R. Cox, F. M. Swinney, J. P. Wells.

Dept. 54, M. H. Dignum, D. L. Edwards, L. Sanford, T. A. West; Dept. 56, J. W. Dean, W. W. Humphreys, T. H. Moore, L. G. Peacock, R. A. Runnels; Dept. 57, W. A. Johnson.

Dept. 58, D. M. Cooper; Dept. 59, C. O. Boze, C. P. Costello, E. E. Montgomery; Dept. 64, T. C. Abel, A. D. Bailey, C. Beck; Dept. 74, C. A. Cartmell, M. E. Smith.

Dept. 75, J. R. Hale Jr., J. T. Ogles; Dept. 77, B. A. Tolson; Dept. 81, J. W. Barger, G. W. McClintock, T. Puckett, C. N. Thomas; Dept. 82, J. C. Salter.

Log Book Entries

Promotions

Promotions to and within supervision, professional and administrative effective May 26 are:

Dept. 6: to design engineer, J. F. Ezell, R. Jones; to senior design engineer, R. Burkhalter, E. G. Stanford; to project design engineer, H. W. Rosenberg; to senior design weight engineer, C. Hayes; to senior nuclear engineer, J. R. Shop-
taugh Jr.; to senior aerophysics engineer, A. C. Baswell Jr., G. K. Wood; to project aerophysics engineer, B. M. Wall; to project aerodynamics engineer, J. M. Bean, J. M. Clark Jr., T. Dansby, E. Schurmann; to propulsion group engineer, R. P. Mitchell, C. E. Porcher, H. R. Weston; to senior propulsion engineer, R. L. Frost, M. L. Miller; to senior flight engineer, J. W. Moor Jr.; to structures engineer, S. D. Manning, R. L. McComas; to group engineer, S. M. Andrich, E. R. Johnson, T. F. McCrary; to engineering publications assistant supervisor, R. W. Crittenden; to weight coordinator, C. G. Lowrey.

Dept. 7: to project subsystems liaison man, W. H. Smith; Dept. 8: to industrial engineer, C. J. Middleton; Dept. 24: to tool engineer, E. W. Biels.

Dept. 25: to departmental assistant, J. C. Reas; Dept. 63: to foreman, B. Foley; Dept. 75: to assistant foreman, O. M. Collier Jr.

Dept. 89: to cost analyst, D. H. Constantine, J. T. Whitson Jr.; to subsystems cost coordinator, R. M. Southern.

Awards

The following received Employee Suggestion awards totaling \$1520.10 for the period ending May 22:

Dept. 6, E. G. Fort; Dept. 14, N. Mitchell, P. D. Tompkins; Dept. 17, J. E. Albright; Dept. 19, D. Drake; Dept. 20, L. J. McMurry.

Dept. 22, R. D. Lilly, W. H. Isom; Dept. 24, J. W. Childress, R. A. Buck, M. E. Brown, J. E. Petty, P. J. Simpson; Dept. 25, J. M. Shipley Jr.

Dept. 27, E. F. Havens, J. Carter; Dept. 28, T. P. Tyler; Dept. 30, D. S. Oglesby, C. W. East; Dept. 31, A. C. Clay; Dept. 34, B. D. Ford.

Dept. 35, S. J. Cooper, C. A. Brown, D. M. Pritchard; Dept. 36, J. C. Lemons; Dept. 46, F. F. Taylor, H. D. Tomlin, A. B. Williams, J. J. Kane.

Dept. 59, B. W. Cobb; Dept. 64, T. R. George, C. T. Ludwick; Dept. 75, A. A. Tetterton Jr., J. C. Wilson Jr.; Dept. 77, M. S. Rettinger; Dept. 81, H. E. Evans.

Births

THOMPSON—Lisa Treanne, 5 lbs. 14½ oz., born May 17 to Mr. and Mrs. A. E. Thompson, Dept. 4-3.

SMITH—Roy Frederick, 10 lbs., born May 27 to Mr. and Mrs. F. T. Smith, Dept. 2.

Deaths

DUGGAN—J. L., 59, Dept. 25, died May 25. He is survived by two brothers.

CARNES—W. C., 48, Dept. 27, died May 28. Survivors are his wife and son; his mother, a brother and one grandson.

McCOWN—James S., 33, Dept. 14-1, died June 4. Survivors are his wife, a son and daughter; his parents, a brother and sister.

TAYLOR—J. F., 64, Dept. 31, died June 4. Survivors are his wife and two daughters.

Card of Thanks

I will retire June 15 after 15 years spent pleasantly and profitably in this wonderful plant. It was not easy to make this decision. I leave the best job I ever had. I met all my Fort Worth friends right here.

They are the kind of friends that waded a quarter of a mile through flood waters to wash the mud out of my house!

I urge each of you to continue your loyalty and most diligent effort in building the equipment that keeps our freedom safe. My home will be Austin, and I shall be very happy to see any of you there.

God bless you all.

E. S. "Mr. B" Blackburn
Dept. 24-1.

Women Plan Picnic For 'Mom and Kids'

A picnic for mom and all the kids is on tap for the morning session of the CRA women's club at 9:30 a.m. June 18 in CRA picnic area number 1.

There will be a hay ride, train rides, games, hot dogs, drinks and sweets. Admission is adults 50 cents, children 25 cents. Guests are invited.

Mary Smith, commissioner, said reservations may be made with Darlene Ball PE 2-0523; Joan Huggins PE 2-0198; Nina Snow PE 8-4002; or with the commissioner, MA 4-1413. Reservations should be made prior to June 17.

Oscar Monnig Speaks June 18

Oscar Monnig, one of Texas' top amateur astronomers, will be principal speaker at an awards night program of the CRA astronomy activity.

The meeting will be at 7:30 p.m. next Wednesday (June 18) at the CRA clubhouse. Sixteen medals for outstanding contributions to CRA's astronomy activity will be presented.

Art Gilligan, commissioner, said Monnig is known nationally as a leading authority on meteorites. He has an extensive private collection of the objects, which he tracked down in painstaking searches.

"He can talk on almost any subject in astronomy," Gilligan said, "but he probably will choose to discuss his favorite topic—meteorites."

Gilligan said the meeting will include presentation of eight bronze medals, five silver medals, and three gold medals to people who have rendered services to CRA's astronomy group.

Summer Art Class Begins Tomorrow

Mrs. Falicia Owens will teach a summer art class at CRA area beginning at 7:30 p.m. tomorrow (June 12).

E. D. Weimer, commissioner, said Mrs. Owens taught a similar class at the area last year which was highly successful. Mrs. Owens is schooled in contemporary, realistic, and portrait work.

Weimer urges all people who signed for the class to "bring your equipment and be ready to paint!" The class will meet each Thursday through July 17.

Anyone interested in the class should contact the CRA office for information.

Persons who entered art work in the recent CRA show may now pick up their items, Weimer said.

Wins Tournament

R. L. Massey, engineering illustrator and former resident of Wichita Falls, took first place in the second flight of this year's Wichita Falls Country Club Invitational Tournament.

Massey scored 90-77-77 for a 254. The score was good for a trophy and \$100 in merchandise. Massey joined Convair in 1955.



FAMILY TIFF—Max (Bob Norwood), right, and Sophie (Mrs. Norwood) have words with brother Sidney (John Taylor) in current Wing and Masque production, "A Hole in the Head."

Two Performances Of 'Hole in Head' End Play Season

Two performances remain of Wing and Masque's latest laugh hit, "A Hole in the Head," which is playing at the CRA Playhouse, 2966 Park Hill Drive.

Remaining performances will be at 8:15 p.m. Friday and Saturday (June 13 and 14). Tickets are \$1.

The play is directed by E. Stanton Brown and Ben Johnson, and stars John Taylor and son, Mike; Dick Lederer, Mike Taylor, Jean Mooneyham, Ruth Norwood, Elizabeth Hale, Carrie Brent, Bob Norwood, James Ratcliff, Dave Hickey, and Byron Johnson.

Norwood's first night performance drew praise from Star-Telegram critic Elston Brooks, who described it as "a professional job that defied anyone to realize it was his first time out."

The play is the 36th production of Wing and Masque, and will close the current season. Tickets for last performances are available at the box office, or at the CRA office.

Convair Son Wins Lead Role in Play

Alan Sparks, son of Winston Sparks of Dept. 64, plays the lead in the current production of the Reeder Children's Theater, "Nala and Damayanti," a drama adapted from the epic poem "Mahabharata."

Young Sparks plays King Nala, top role in a cast of gods, goddesses, demons and enchantresses. Actually, the production has two King Nalas. They alternate each performance. Plays are at the Community Playhouse.

Bowler Returns From Big Tourney

Jeanneane Bavousette of Dept. 6-4, who traveled to San Francisco to compete in the Women's International Bowling Congress, did not come home empty handed—though she did not place in WIBC.

Jeanneane rolled a 235 game to place sixth—and in the money—in the Rialto Bowl Singles Tournament, which was scheduled simultaneously with WIBC. She went to California with "Lou's Ladies," a team made up of women who bowl in separate leagues—except for tournaments.



TROUBLE—Sidney (Taylor) is "nuts" about Shirl (Jean Mooneyham). Shirl "looks like a chorus girl but talks like a foot doctor."

Wing and Masque 'Is Granddaddy of Theater in Round'

CRA's Wing and Masque Players have an enthusiastic supporter in Melvin Dacus, producer of Fort Worth's new Casa Manana Musicals. Both present shows "in the round."

"Wing and Masque," Dacus explains, "is the granddaddy of theater in the round in Fort Worth. With it you can 'accentuate the positive'—that is, you can make the most of a small cast and a tight budget."

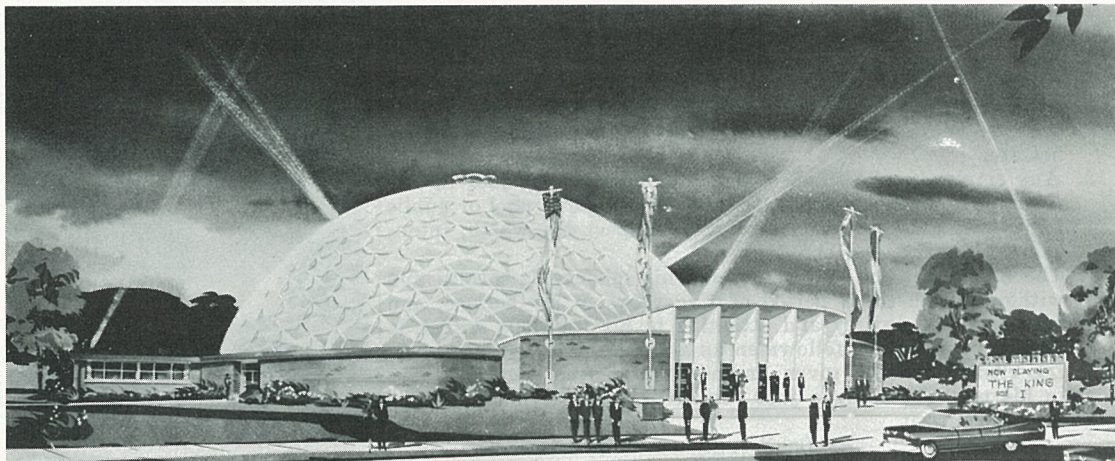
In complete agreement is Stan Brown, CRA commissioner of drama. CRA's Wing and Masque has performed "in the round" for seven years.

"It is much more intimate," Brown said. "It provides a closer identity between the audience and the actors, and is more flexible than a regular theater."

As an example, Wing and Masque has placed the audience on four sides of the stage, on three sides, two sides, and on one side—according to the type of play being performed.

The Casa Manana Musicals will provide Fort Worth with a theater built especially for such productions. The domed civic building will seat 1,832 people around a central stage.

Casa Manana's first summer season opens July 7, and musicals this first year will include "Can-Can," "Carousel," "Pajama Game," "The Merry Widow," and "Call Me Madam."



CASA MANANA—Artist's sketch illustrates fabulous aluminum dome of Fort Worth's new Casa Manana, which will be home of city's summer musicals. Season opens July 7.

★ Convairiety ★

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Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8, Staff: James Combs Jr., news editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Commissioner Starts Survey Of CRA Bowlers

All CRA bowlers are urged to cooperate this week in a survey of bowling leagues by Harry F. Carlberg, new commissioner — who also wants regular news of league happenings.

The survey is needed for preparation of information on the numerous tournaments and events in which Convair bowlers participate in each year.

"I also would like to highlight all bowling news in each issue of Convairity," he said. "To do this, I need information from league officers."

Carlberg asks officers of each league to furnish this information: League name, number of teams in league, where and when the league bowls, number of men and women in each league, and the name, address and telephone number of league officers and team captains.

Carlberg is in Dept. 6-3, mail zone 6.

Club Bowlers Return Trophies

Management Club bowlers at Convair Fort Worth now hold two huge trophies—which they returned to Fort Worth by defeating bowlers from the Lockheed Management Club last month.

Lockheed bowlers captured both the trophies last year, but Convair men beat out the Californians in both categories in this year's event. Trophies are for high team average, and overall average.

Sam Pearson's material department's 2938 beat Lockheed's best by 236 pins. Convair's overall average was 2783 to Lockheed's 2771. Chet Veach rolled 618 scratch, and Preston Wisley got 616.

A. J. Baskin, Management Club bowling chairman, said a club tournament is scheduled this fall. He asks club bowlers to contact George Symm, ext. 3153 (first shift), or Wisley, ext. 3223 (second shift) for information.

Live Models Ready For Camera Session

Winners of the camera club's bi-monthly color slide contest are, first, Art Hoel; second, Bill Johnson; third, Margaret Rogers.

All club members are urged to bring cameras to the June 11 session, which begins at 7:30 p. m. Members will photograph live models who have volunteered to pose for the shooting session. New studio speedlights also will be demonstrated at the meeting.

Next black and white print contest will be at 7:30 p.m. June 25.

CRA Area Reserved For Juneteenth Party

Convair Recreation Area will be closed all day Saturday (June 14) for CRA's annual Juneteenth Party, according to M. A. "Milt" Stewart, CRA president.

The area will be open only to invited guests, who must present an invitation and a Convair identification card for admittance. Levi Cox is ticket chairman.

The party will be an old fashioned picnic, with food served promptly at 3 p.m. Gates will open at 1 p.m.

There will be games for the children, ranch area activities, bingo for the women, and a talent show. Curtis Parrish and R. Mayfield are in charge of entertainment.

Children's activities will be handled by E. C. Watson and L. E. Morgan. T. Brown will have charge of ranch activities, and E. Brown will handle hay rides.

Special party committees were appointed by the plant-wide recreation committee, Jim Shackelford, chairman, Roy Jarl and Andy D'Ascenzo.

Archers Host State Shoots

Convair Recreation Area will be host next month to the Texas State Target Archery Association's annual tournament.

H. L. Lucas, CRA archery commissioner, said all Convair people are invited to see the state's top archers in action. Shoots will be July 4-6, with all events except the field shoot held on the CRA range.

Lucas said 22 targets will be in place for the tournament. Four contestants will shoot at each target. Don Hall, Dept. 65, will be field captain, and other CRA archers will serve on the tournament committee.

Lucas is president of the state association. Invitations went out to 750 members of the association. Tournament headquarters will be at Desert Village Motel. Registration begins there the evening of July 3.

CRA Gets Coupons For 'South Pacific'

Special discount coupons which will allow employees to see "South Pacific" at reduced rates June 22 through July 5 soon will be available at the CRA office.

The coupons will enable holders to purchase a regular \$2.40 reserved seat for \$1.50. Coupons must be exchanged at the box office at least 30 minutes before show time.

Department 17 Wins Baseball Tournament Over Department 64

Department 17 had to muster all its skill to defeat a talented Dept. 64 team, 11-7, for the plant's departmental baseball championship.

It was a hard-fought contest all the way, with the Dept. 64 nine drawing a compliment from Roy Jarl, commissioner.

"Dept. 64 displayed the finest sportsmanship of the entire tournament," he said. "They have a fine ball club. The team played good ball all the way, and did less complaining about decisions."

Dept. 17 fought its way into the finals by defeating Dept. 6, 10-8, and Dept. 74, 11-8. D. J. Bennett was credited with all three wins, but had to have relief in the final game. Charles Morrison is team manager.

D. L. Spicer's Dept. 64 nine advanced to the finals over Dept. 27 and Dept. 4. Team's P. Bretzman was the tourney's leading hitter. He tapped out a home run in the finals, and also hit a four-bagger in a previous game. They were the tournament's only homers.

Tennis Tourney Planned in July

Plans now are under way for CRA's annual tennis tournament, according to Gene Records, commissioner. Records said the event probably will begin the first week in July, but that registration has not yet begun.

Meanwhile, practice sessions are held each Tuesday and Thursday nights on lighted courts in Forest Park. The tournament will be played on the park's clay courts.

Records said two new courts in the CRA area now are completed and that nets will remain up. The courts will operate on a first-come-first-play basis.

The CRA courts eventually will be lighted, but at the present are open only during daylight hours.

Tot Area Open by Arrangement only

People with child care problems who plan functions at CRA should contact the CRA office to arrange for an attendant in the tiny tot area. The area will be open by prior arrangement only.

FW Man Shows Art

Eugene O'Rourke, technical illustrator in tooling publications, was one of five artists invited to show works this month in the Texas New Talent show of the Dallas-Fort Worth Art Guild.

The show was in Dallas June 8.

Major Team Wins

CRA's major baseball team got off to a flying start in the Fort Worth night city league with a 7-0 win over Westcliff in the season's first game. The Westcliff team is made up mostly of TCU varsity players.

Two Model Events On Tap in June

CRA's model airplane activity will sponsor a control line contest, rat racing and proto speed events, at 1 p.m. June 22 at the CRA model airplane circle.

C. L. Price, commissioner, said prizes in events will be given to three places.

Next radio control meeting of the activity will be at 8 p.m. June 17 at CRA. Model airplane enthusiasts also are invited to compete in a radio control spot landing contest in Arlington at 10 a.m. June 21. The contest will be held on an old airfield ten miles south of Arlington on Farm Road 157.



CONTENDERS—Top contenders for CRA's plantwide golf crown pause during practice round. Left to right are L. H. Armstrong, defending champion; J. T. Tyler, George Young, and Joe Doggett.

Plant Championship Golf Tourney Is June 28; Entries Due June 20

June 20 is deadline on entries for CRA's annual plantwide golf tournament, which will be held on city courses beginning June 28.

L. H. Armstrong, commissioner, said championship and first flights will be medal play. Remaining flights will be match play. Handicaps will be used to place players in proper flights.

All play—medal and match — will be scratch.

Players may establish handicaps by submitting three attested 18-hole score cards to the CRA office before June 20. Entry fee is \$2.

Armstrong said championship and first flight will be 72 hole medal play, with 18 holes played on each of the city's four municipal courses June 28 and 29, and July 12 and 13. The 32 low handicaps plus ties will comprise championship flight. After 36 holes, the low 16 and ties will

Garden Club Gets Activity Status

CRA's garden club now has full activity status in Convair Recreation Association, and soon will have its own commissioner.

M. A. "Milt" Stewart, CRA president, said gardening was accepted as an activity by vote of the employee council. A commissioner will be appointed by T. G. Croft, chief of employee services.

Anyone interested in the new activity should register with the CRA office. Planned activities include an experimental garden plot.

continue in championship play, with the remainder making up the first flight.

"We hope to make this the largest tournament in history," Armstrong said. More than 150 golfers qualified for last year's event.

CRA Table Tennis Reaps More Titles

CRA's Carolyn Norman, Texas table tennis champion, captured four more trophies at the Southwest Open Table Tennis Tournament in Oklahoma City on Memorial Day.

Her one loss in the meet was the big one—the singles championship. But even it was kept in the family. Carolyn was defeated in that event by her mother, Lydia, who took the crown.

The Normans teamed to take womens doubles, and Carolyn teamed with B. B. Treese to win the junior mixed doubles, and teamed with Louie Lancer to win senior mixed doubles. Carolyn then won the junior miss title.

Partlow, Pullin Are Horseshoe Champs

B. V. Partlow, Dept. 42, and W. M. Pullin, Dept. 27-2, are new plant champions in horseshoe pitching, according to Finn Wahl, commissioner.

The men won the recent doubles tournament held at CRA area. W. Gowins and Leon Ferguson took second place. W. B. Felts and J. L. Winn, both of Dept. 30, placed third.

Activities Calendar . . .

(CRA stands for Convair Recreation Association, an organization to which all Convair employees belong. Financed by proceeds from candy and soft drink machines in the plant, the association is run by a Council of employees who are commissioners of various activities. The association is run by employees for the benefit and recreation of employees. All Convair people should feel free to join any of the groups such as are listed on this page.)

Fort Worth

ARCHERY—H. L. Lucas, commissioner, ext. 8283. Shoot Thursdays, 7-10 p.m., archery range, CRA area.

ART—E. D. Weimer, commissioner, ext. 5205. Art classes Thursdays, 7:30 p.m., CRA Building.

ASTRONOMY—A. E. Gilligan, commissioner ext. 2177. Lecture meeting June 18, 7:30 p.m., CRA Building.

BOATING—B. T. Frost, commissioner, ext. 3160. Cruise June 14, 10 a.m., Earle Mountain Lake.

BRIDGE—G. P. Anderson, commissioner, ext. 3226. Duplicate sessions: Fridays, 7:45 p.m.; Wednesdays, 9:30 a.m., CRA Building.

CAMERA—Miles Rogers, commissioner, ext. 2294. Shooting session June 11, 7:30 p.m., CRA Building.

CHESS—R. W. Wooten, commissioner, Annex 2, ext. 302. Meeting June 15, 1 p.m., CRA Building.

DRAMA—E. S. Brown, commissioner, ext. 5242. Play: "A Hole in the Head," June 13 and 14, 8:15 p.m., CRA Playhouse.

GOLF—Lawrence Armstrong, commissioner, ext. 8201. Plantwide tournament entry deadline June 20, CRA office.

MODEL AIRPLANE—C. L. Price, commissioner, ext. 7106. Meeting June 17, 8 p.m., CRA Building. Contests June 21, 10 a.m., Arlington; June 22, 1 p.m., CRA area.

MOVIES—June 16-19, "Fuller Brush Girl" with Lucille Ball; June 23-26, "Hell Below Zero" (color) with Alan Ladd. Shown lunch period, 50-foot aisle.

RADIO—Max Schelper, commissioner, ext. 2186. Business meeting June 24, operating night June 12 and 26, 7:30 p.m.; novice code and theory class, Saturdays, 10:30 a.m., CRA Building.

RIDING—Rent horses available at CRA ranch area.

SOFTBALL—R. L. Evans, commissioner, ext. 5141. Games Tuesday through Friday, 7:30 and 9 p.m., CRA area.

SQUARE DANCING—Ross Carney, commissioner, ext. 5115. Classes each Thursday: beginners 7-8:15 p.m.; advanced 8:15-9:45 p.m., CRA Building.

STAMP AND COIN—L. R. Wilson, commissioner, ext. 8225. Meeting, mixture picking, June 17, 8 p.m., CRA Building.

TABLE TENNIS—C. G. Barton, commissioner, Ext. 2294. Play Tuesdays, 7:30 p.m., CRA Building.

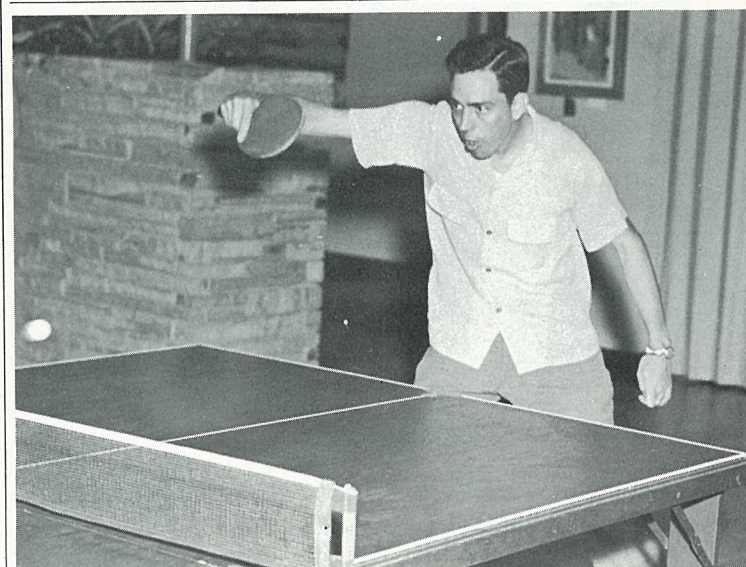
TENNIS—Gene Records, commissioner, ext. 2164. Play Tuesdays and Thursdays, 6-9 p.m., Forest Park Courts.

VOLLEYBALL—A. J. D'Ascenzo, commissioner, ext. 8131. Supervised free play Thursdays, 7-9 p.m., picnic area No. 1, CRA area.

WOMEN'S CLUB—Mary Smith, co-commissioner, ext. 4221, second shift: picnic June 18, 9:30 a.m., CRA area.

Daingerfield

BRIDGE—J. R. Nazzal, commissioner, ext. 481. Party bridge second and fourth Thursday, 7:30 p.m. See bulletin board for location.



TOUCHE!—C. G. Barton looks like half a dueling team as he maneuvers for position during fast CRA table tennis action.

'Fastest Humans' Band Together At Mach Two Club Ceremonies

Nineteen of the fastest humans on earth now are banded together in the Convair Fort Worth section of the exclusive Mach Two Club (bomber wing).

Mach two is twice the speed of sound. Thus the club is for any man who has flown at or beyond that speed in any Convair aircraft, bomber or interceptor.

August C. Esenwein, Convair Fort Worth manager, installed B. A. Erickson, Convair Fort Worth manager of flight, as first member and executive director of the bomber wing. The meeting was at Ridglea Country Club May 30.

"It is the finest title I will ever have," said Erickson. "The club will make people aware that we are making aviation history

here at Fort Worth.

"But this small group is only the beginning of what we hope and assume will be a great number who will qualify for membership."

Esenwein, who introduced Erickson as "one of the finest test pilots in the world today," explained that he himself did not qualify for membership, but promised "to make it one of these days."

Chief speaker at the meeting was Lt. Gen. C. S. Irvine, Air Force deputy chief of staff, who



MACH TWO — August C. Esenwein, Convair Fort Worth manager, left, installs B. A. Erickson as first member of M-2 Club (bomber wing). Lt. Gen. C. S. Irvine, who looks on, also holds membership.

qualified for membership during a flight in the B-58 last year.

Irvine, oldest active pilot in the Air Force, said "anything we have done becomes history. Anything that has been done, therefore, is obsolete."

He said people build their own barriers, and noted that the sound barrier was once thought to be a wall against faster speeds.

But when people began to fly at that speed, he said, they found nothing there except the next Mach number. He noted that the B-58 now makes Mach two in a breeze.

"We should now dedicate ourselves to the next milestone," he explained. "And to the next one after that."

BUSSY RETIRES AFTER 17 YEARS

Arthur C. Bussy, former SD chief of flight operations, retired early this month after 17 years service with Convair SD.

After joining Convair in 1941, Bussy served the flight department in various capacities, devoting much of his time to testing Convair's early planes, including PBs, B-24s, and on into the Convair 240 era.

Since retiring from active flying, Bussy has worked with commercial sales and more recently has been devoting his time to commercial airplane route study and economic analysis work on Convair's Metropolitan 440, and the 880 jet transport.

20,000 See Last B-36 Head West

(Continued from Page 1)

Worth people who helped build the B-36 were on hand for the final performance.

"We (7th Bomb Wing) have been in Fort Worth 12 years," said Roberts at a tribute luncheon. "For 10 of them we have been equipped with B-36s."

"The Seventh since has flown some 134,000 hours for 31,500,000 miles—several trips to the moon and return—and has not had an accident for over four years."

"We have flown 212,270,800 passenger miles without an accident—and we challenge any organization to equal that record!"

Fort Worth civic and industrial leaders, and Generals Irvine and Roger M. Ramey, were made honorary members of the Seventh. They received plaques and flight helmets.

Esenwein accepted the honor "on behalf of the 20,000 very dedicated citizens who live on the other side of the runway."

The last B-36 was ferried to Davis-Monthan AFB for storage. Carswell now is equipped with B-52s, but the 6592nd Test Squadron there is due to get Convair B-58s for test and training purposes in the future.

SAVINGS FORECAST AS RESULT OF NEW SHIPPING SYSTEM

(Continued from Page 1)

arrive at the plant only to be found damaged. This, in turn, will cut down on program schedule delays—and produce added savings which are difficult to estimate in dollars.

Basically, the program calls for vendors of delicate and expensive electronic parts and test equipment to use durable shipping containers which protect the shipments, and which can be used over and over.

The system of returnable containers was requested by T. E. Hoffman, chief of inspection, and J. Y. McClure, manager of quality control.

"Sub-systems are expensive and comparatively easy to damage," said Hoffman. "A superior type of shipping container is needed to give maximum protection."

Conrad Kunze, industrial engineering manager, said the reusable containers will cost less in the long run than regular industrial packaging.

The new system was outlined by Kunze to sub-systems vendors during a conference at Convair Fort Worth.

Big savings, however, will be in elimination of program delays and product damage. The new containers will be of metal or fiber glass and will be equipped with shock mounts. They will be moisture and dust proof.

J. Y. Orms of the material handling section, points out that sub-systems represent almost half the value of each B-58.

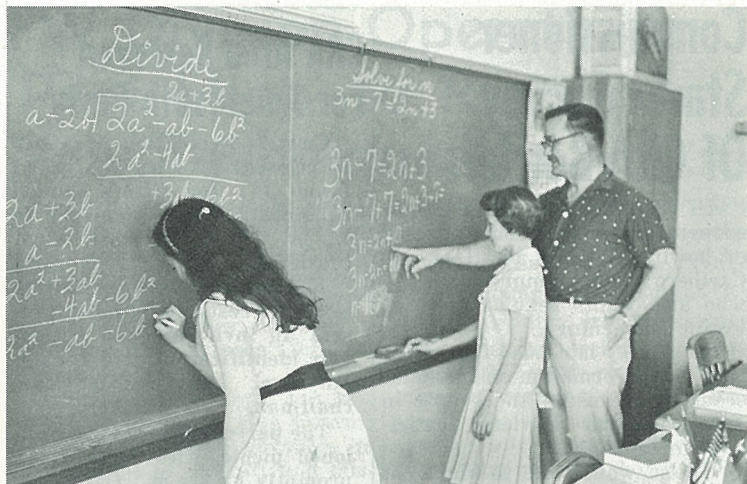
Orms said the national average rate of damage of electronics equipment due to packaging and shipping causes is about 7 per cent.

If the new shipping system reduces damage as little as half of one per cent, Orms explained, Convair will save nearly \$1½ million on that score alone.

Another \$300,000 will be saved by eliminating "one-time" packages which are thrown away after a single shipment and mount up to a sizable expense as more and more items are shipped.

Convair Fort Worth already uses returnable containers in several areas, including "brief case" containers for skins, and "erector sets" for shipping F-102 components to San Diego.

First returnable containers for electronics equipment are due to be in use this fall, with the overall system in full operation early next year.



MATH FOR FUN—C. M. Schmidt, of Convair Fort Worth engineering department, teaches algebra (a 9th-grade subject in Fort Worth public schools) to special group of 7th grade students at Irma Marsh Junior High. Students take course on their own time.

Engineer Writer's Experiment With Gifted Children Pays Off

A Convair Fort Worth engineering writer, C. M. Schmidt, is proving to educators that 15 per cent of public school students can—and should—do more advanced work.

Schmidt recently completed teaching ninth grade algebra to a group of exceptional seventh grade students in River Oaks' Irma Marsh Junior High School.

Results were "fabulous," even though the class did not get off to a good start.

"In the past," Schmidt explains, "we have taught our children to be lazy. We put exceptional students in average classes, and they were bored. These students could breeze through a course without doing a lick of work."

Schmidt's group was no different—at first. After two weeks the class was given a standard test. Average grade was a low 78, with ten scoring Fs and Ds.

"They began to realize then that it would take a little effort to do well," Schmidt explained. "They buckled down."

The class average at end of the course was in the 90s, and 22 scored As and Bs. There were only two Ds.

Schmidt's point: 15 per cent of all high school students can and should do more advanced work to develop proper work habits. "Keep them bored in high

school and their work habits suffer. They are in for real trouble in college."

Schmidt volunteered for the course as an experiment, with the cooperation of Convair and Mrs. Irma Marsh, school superintendent. The class was made up of 28 top students who agreed to remain after regular school hours for the 45-minute sessions.

Schmidt's formula: Just keep them interested.

"You give these kids an exercise in common arithmetic, and it bores them to tears—and it should. They can do it blindfolded."

"I believe we spend too much time on fundamentals (two plus two equals four) and not enough on reasoning. If you teach a kid to reason, he will learn the fundamentals."

Schmidt holds a master's degree from TCU. He has been with Convair seven years.

August C. Esenwein, FW Division manager, approved Schmidt's request to teach the experimental class, which required him to be away from his job for about an hour and a half each day.

Modified C-54 Leaves FW

(Continued from Page 1)

shelf." Items not available were manufactured at Convair Fort Worth.

The ships are "like new" before they leave the plant.

First ship was delivered to Maj. C. F. Wright by Finch, Leonard Roe, contracts supervisor; R. T. Bankard, C-54 project coordinator; and R. W. McGuffee, development manager.

The Air Force ferry crew flew the plane direct to Portugal, where it was delivered to that government through state department representatives.

"Each plane has the latest equipment for its task," Finch said. "These ships will enable Portugal to assist in search and rescue operations for distressed ships and planes of any nation."

Portugal's geographic location makes it an ideal point for launching assistance needed along air and sea routes to Europe and the Mediterranean area.

Croft Elected Head of NIRA

Delegates to the National Industrial Association conference in Fort Worth last month had nothing but praise for Convair Fort Worth's CRA area.

One day of the conference was devoted to a tour of CRA area, where delegates ate barbecue, saw a rodeo, and whooped it up at a frontier party.

"It was probably the best conference in NIRA's history," said T. G. Croft, chief of employee services. Croft was elected president of the national group during the meeting.

"We just did the things we always have done, and it really opened their eyes," he said. "The Employees' Council and the conference committee did a wonderful job."

Croft joined Convair in 1950. He became a member of NIRA in 1954, was elected to the board of directors in 1956, and became vice president last year.

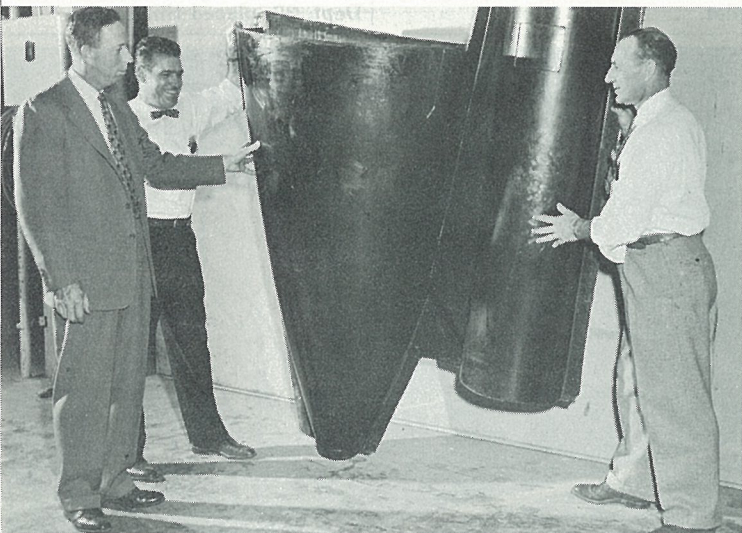
Quality Leader Won by Dept. 35

Quality results, 24 per cent better than the target, won for employees in Convair Fort Worth's Dept. 35 (plastics) the April "Quality Leader of the Month" award.

The improvement was estimated to have produced a saving of about \$2,500 in scrap and the cost of rework.

The month's plaque was accepted on behalf of all employees by Supt. J. E. Crumbley and General Foremen E. C. Costantino and J. L. Petit. The department manufactures plastic parts for the B-58 and for all other programs.

Second place in the monthly competition went to Dept. 42 (B-52 assembly).



TAIL CONE—Plastic tail cone such as this for B-58 is one of plastic products that helped win "Quality Leader of Month" award for Dept. 35 employees at Convair Fort Worth. Inspecting half-sections are, left to right, J. E. Crumbley, E. C. Costantino and J. L. Petit.



SIGNING OFF—Maj. C. F. Wright, aircraft commander, signs for Convair Fort Worth modified C-54 before taking off for Portugal. Left to right, E. E. Finch, modernization manager; Leonard Roe, contracts supervisor; R. T. Bankard, C-54 project coordinator; and R. W. McGuffee, development manager.



ON DISPLAY—Thompson Trophy, symbol of speed supremacy in air, was on exhibit in Factory Aisle last week. AF crew that won it with B-58 (first big bomber ever to win) are pictured at trophy case, from left: Maj. Howard S. Bialas, Lt. Col. Richard H. Weir, Lt. Col. Harold E. Confer.

Two-Hour Hop Climaxed By AF Accepting No. 25

Production conversion B-58 No. 25 joined the Air Force's tactical striking force recently following a two-hour acceptance flight.

Maj. D. J. Younger was pilot; Capt. W. S. Boughton, navigator-bombardier; and 1st Lt. R. E. Brandau, DSO on final delivery flight of the seventh production conversion Hustler to join SAC inventory.

Charles White, production field operations superintendent, said

only three B-58s remain in the program.

Hustler No. 21 last week completed its third company flight, preparatory to Air Force acceptance flights.

No. 26 was being readied for taxi runs, and No. 27 was undergoing quality assurance inspection, preceding taxi runs and company flights.

Tentative target date for end of the program is September.

Long Distance Dial System Starts July 3

Effective July 3, authorized General Dynamics/Fort Worth employees will be able to make station-to-station long distance calls to most parts of the U. S. for about 15 cents a minute less than the cost of a regular long-distance call.

Employing the Bell Telephone Co. WATS (wide area telephone service) system, which ties in with a nationwide direct-dialing network, GD/FW hopes to save an estimated 14 per cent a month on its monthly telephone bill.

"We don't expect to handle all long-distance calls over the WATS lines," said Ken Dunn, manager of office services. "Some person-to-person calls will still have to be made using existing procedures."

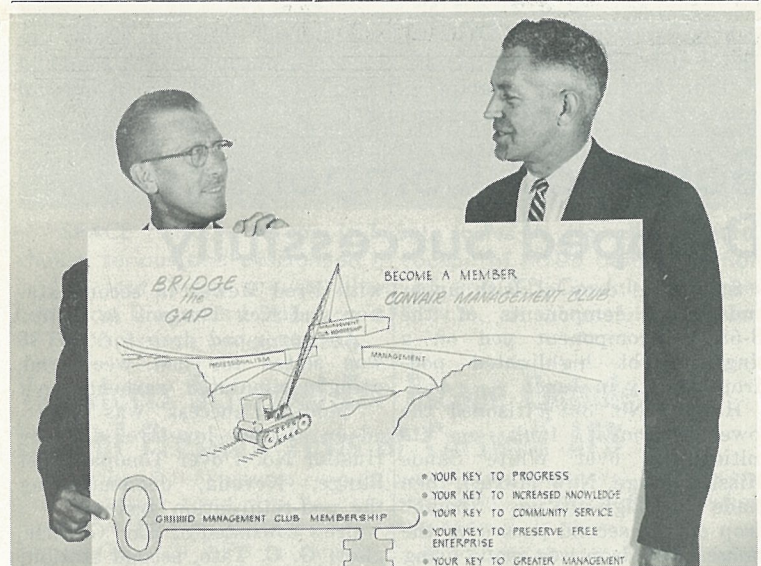
A booklet explaining details of the new dialing system will be issued to all authorized people by June 26.

It explains in detail the procedure for using the WATS system, which goes like this:

1. Authorized GD/FW personnel wishing to make a station-to-station long-distance call will dial "6" for the local operator, giving name; serial number (available from department); name of the state being called, and company.

2. Local operator connects you with the WATS system. After receiving a dial tone you must: Dial "1"; then dial the area code number of the city being called; and finally dial the telephone number of the station being called.

3. At this point the FW operator will ask you for a GD/FW (Continued on Page 8)



KEY MEN—In Management Club's membership drive July 10-14 are E. R. Weiher, left, chairman, and assistant Ernie Cauthen.

100 Pct. Membership Is Target For Mgt. Club Drive July 10-14

One-hundred per cent participation in 1961-62.

That's the goal set for Management Club's membership drive July 10-14 by E. R. Weiher, chairman of the membership committee.

"We're launching a campaign this week to point out some of the little-known and seldom-used benefits of the club," Weiher said.

Examples: club tuition refund services worth up to \$75 a year; a Management Club library boasting a total of 500 technical and management books.

"Of course, personal satisfaction derived from the club's participation in many civic and community services doesn't bear a price tag," Weiher pointed out.

Authorization cards will be distributed to all eligible salaried employees during the week starting July 3. When completed, they will be returned to accounting.

A series of notices pointing out "Management Club benefits" is being mailed to prospective members, and membership-drive post-

ers are being placed in-plant.

A total of over 2,700 employees—or 54 per cent—of 5,000-plus eligible employees now hold membership in the club.



TELEPHONE TALK—Studying new WATS system for station-to-station long-distance calling to go into effect here July 3 are L. L. Chilton, left, telephone company representative, and Ken Dunn, manager of office services.

Widmer, Reed Named VPs For GD/Fort Worth

Appointment of two long-time executives of General Dynamics/Fort Worth to new vice presidential positions has been announced by Frank W. Davis, president.

Robert H. Widmer, since 1959 chief engineer at the Fort Worth plant, has been named vice president-research and engineering.

B. G. Reed, formerly assistant manager-operations, was named vice president-operations.

Widmer joined the company in San Diego in 1939 as an aerodynamics engineer. In 1942 he was transferred to Fort Worth division as head of the aerodynamic group. He became chief design engineer at Fort Worth in 1951, being closely associated with both the B-36 intercontinental bomber and the B-58 supersonic bomber.

He was awarded the Air Force Association Science Award in 1949.

Widmer is currently serving as a consultant to the Dept. of Defense's Director of Defense Research and Engineering and to the United States Air Force Scientific Advisory Board.

He has also served on many committees of the National Advisory Committee for Aeronautics.

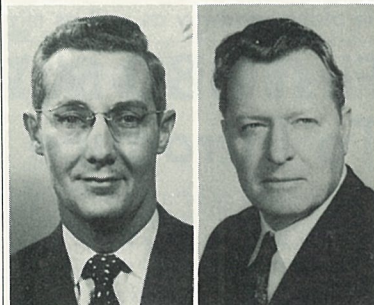
Widmer was graduated from Rensselaer Polytechnic Institute with a bachelor's degree in aeronautical engineering and later received a master's degree in engineering from California Institute of Technology.

Reed is a veteran of more than 25 years in the aircraft industry. A native of Iowa, he was graduated from Morningside College, Sioux City, Iowa. He also holds a bachelor of science degree from the University of Michigan.

Prior to joining Fort Worth division in 1950 as maintenance superintendent, Reed held executive manufacturing positions with Douglas Aircraft Company and Northrop Aircraft, Inc.

Reed entered the aircraft industry as a glider builder. While

attending the University of Michigan, he built gliders on a part-time basis with a Michigan manufacturer and became the 17th person in the United States to be granted a soaring license.



R. H. Widmer

B. G. Reed

Reed is a registered professional engineer in Texas and California. He is also a member of the Institute of Aerospace Industries Association, the Society of Automotive Engineers, Fort Worth Chamber of Commerce, Fort Worth Boat Club, National Glider Association, Colonial Country Club, and the Fort Worth Airpower Council.

* * *

Recent appointments at other General Dynamics Divisions include:

At Convair: Joe Famme to vice president-operations and E. R. Peterson to vice president-engineering.

At Astronautics: Mortimer Rosenbaum to executive vice president; Wallace W. Withee to vice president-research and engineering; Elwood D. Bryant to vice president-operations.

At Pomona: Charles D. Perrine Jr. to vice president-research and engineering; G. E. Sylvester to vice president-operations.

Sylvester spent 10 years at Fort Worth in engineering and factory departments and joined Pomona in 1952. Another former Fort Worth man, Paul L. Smith, has been named chief tool engineer at Pomona. At FW he was superintendent in tooling and manufacturing control.

V. C. Gillon Appointed GD/FW Manager of Program Planning

Verser C. Gillon has been named manager of program planning for General Dynamics/Fort Worth, responsible for func-

tions in the three departments—long range planning, industrial engineering and industrial facilities—President Frank W. Davis announced.

J. F. Ringo, industrial facilities manager (Dept. 16), and W. E. Emish, industrial engineering manager (Dept. 8), will report to Gillon. Long range planning (Dept. 5) will also continue reporting to Gillon.

Davis said the move was part of the General Dynamics' reorganization plan, emphasizing divisional-level responsibility.

"Fort Worth planning functions are being consolidated and realigned to obtain maximum of

integrated program planning effort," Davis said.

Gillon, whose career in aviation has included major assignments in virtually every phase of the business, has been manager of long range planning since 1951.

(Continued on Page 8)

Month's Best ES, CIP Will Merit Trophies

"Suggester of the Month" trophies for the best ES and CIP submitted in June will be presented some time in July.

Employees whose suggestions resulted in greatest installed savings in both categories during June will receive the trophy at a special luncheon in the executive dining room. Members of top management will attend.

M. J. Scott, administrator of the suggestion program, said "Suggester of the Month" awards will be presented on a monthly basis hereafter.



LAUNCH SITE—Exceptionally good aerial by Astro's Ron Boothe shows Fairchild AFB "semi-hard" Atlas launch site under construction. Launcher and missile are hidden under roof at center. Launch control center is underground near "U" in roadways. Note security fence and relative size of people along roadway as well as missile handling trailer parked nearby.

First 880-M Will Fly to Formosa To Introduce 'Mandarin Jet' Service

First delivery of a General Dynamics/Convair 880-M is scheduled before the end of the month.

Ferry flight of the "Mandarin Jet" to Taipei, Taiwan (Formosa), home of Civil Air Transport, will also mark delivery of the first Convair jet transport (including the basic 880) to a

foreign carrier.

The plane was formally accepted by CAT, flag carrier of the Republic of China, on June 6. Among those present for acceptance ceremonies the previous day was Dr. George K. C. Yeh, Republic of China ambassador to the United States.

Since acceptance, the plane has been used by the airline for pilot training.

The ferry flight of the CAT jet transport will span almost 7,000 nautical miles. The jet will depart from Los Angeles with stops scheduled at Honolulu and Wake Island en route to its home base.

A CAT crew will fly the plane on the ferry flight, accompanied by two GD/Convair production flight men, U. S. Johnson, pilot, and C. L. Falkenthal, flight engineer. Other CAT personnel, who have been training at GD/Convair the past several weeks, will also be on board.

Johnson and Falkenthal will remain at the CAT home base for several weeks to assist the airline as required.

Other production and customer acceptance flights are under way preliminary to delivery of 880-M jetliners to Viasa of Venezuela, Japan Air Lines, Alaska Airlines, and Federal Aviation Agency during the summer months.

Three aircraft have been utilized in the eight-month 880-M flight test program to prove out design changes from the basic 880. Provisional 880-M certification by the Federal Aviation Agency has already been issued and certification for commercial airline use is planned for late July.

The 880-M embodies several changes from the basic 880 which enable it to operate from even shorter runways. At the same time increased fuel capacity gives it greater range and engines with increased thrust insure high performance at even heavier operating weights.

880 Jetliners Crisscross U.S.

Convair jetliners are coming of age as they go into a second year of passenger service with 31 jet birds ticking off 133,000 miles each day as 880s crisscross the country over networks of three domestic airlines.

Five major cities now are served by 880s of two or more lines—TWA and Delta Air Lines. Convair jets fly into Los Angeles, Chicago, St. Louis; TWA and Northeast Airlines into Boston; and all three into New York. Altogether, TWA 880s serve 14 cities with the 15th, Pittsburgh, going on the list today. Delta sends 880s into 10 cities; Northeast, into eight. Convair 880s are now making 125 departures each day on scheduled passenger runs.

Average daily utilization of 880s during last month was 5 hrs., 58 min. with Delta; 7 hrs., 55 min., Northeast; and 6 hrs., 49 min., TWA. First Delta and TWA 880s have just been put through first complete overhauls, signifying 2,500 hours each in the air. Other Delta 880s are ready for first step of major overhaul.



CONFERENCE—Capt. Manuel Mendoza of Viasa, Venezuelan airline, and P. H. Selby, GD/Convair production flight training supervisor, consult during training program.



VIASA CREWS—Flight crews at GD/Convair for training line up beside Viasa 880-M due to go to Venezuelan airline within next few weeks. From top left are Elias Paez, Fernando Selgas, Miguel Abasolo, Jose De Pascual, Oswaldo Barrios, Manuel Mendoza, Jose Azpuru, Domingo Urdaneta, Calixto Bolivar, Roy Nauta, Napoleon Pelucarte, Jorge Esteves, Pierre Morchain, Marcos Carbonell, Carlos Hiller, and Convair instructors Tom Johnson, C. L. Falkenthal, P. H. Selby, production flight supervisor, Roger Chaney, L. W. Hughes, training coordinator.

Space Age Researchers Operate New Facility

General Dynamics/Fort Worth's new "space age" research facility, in which models of aircraft, missiles and other space vehicles can be tested at simulated speeds as high as Mach 15, and temperatures as high as 15,000 degrees Fahrenheit, is nearing completion.

Engineers hope to have the Hyperthermal Research Facility (HRF), operating soon. R. A. "Bob" Stevens, Dept. 6, is project engineer. Design and construction has been under way since February, 1960. The facility is adjacent to the high altitude test chamber of engineering's test lab.

HRF testing will play a vital role in the design of future Convair vehicles that could include orbital bombers, manned and unmanned recoverable space systems and boost-glide vehicles.

Planned and designed entirely

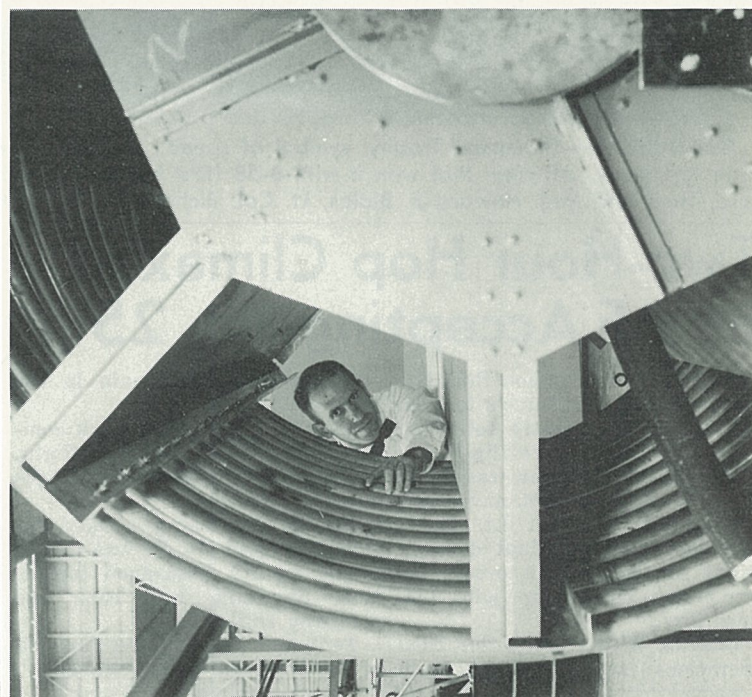
by Convair FW engineers, the HRF center is expected to have testing capabilities unmatched in the nation.

An electric arc generator will heat an air stream to as high as 15,000 degrees, requiring 1,800 kilowatts of electric power. The test air stream will be approximately eight inches in diameter. The facility will be capable of pressure levels up to 500 pounds per square inch.

The test chamber itself is a 4½-foot cubicle, built with 1½-inch steel plate and windows 20 inches in diameter, made of inch-thick plate glass.

HRF is a phase of GD/FW's research program directed by Dr. Lee Secrest. It was developed and will be operated under aerospace technology, directed by E. B. Maske.

Project coordinator is R. N. Oliver, chief of aerothermodynamics.



SPECIAL DESIGN—GD/FW's hyperthermal research facility includes specially-designed electrical system, portion of it brain-child of John S. Turner Jr., senior test engineer. It includes cylindrical stainless steel, which he's inspecting.

Both Pod Components Dropped Successfully

Successful drop of both upper and lower components of the B-58 two-component pod on a single flight highlighted pod-drop activity in June.

Hustler No. 38 jettisoned the lower-component tank on its initial run over White Sands Missile Range, New Mexico, then made a high-altitude "bomb" drop on the second pass over the range. The drop was made using the Hustler's bomb-nav system.

Fuel was not carried in the lower tank on this sortie, although it would be carried on a regular combat mission.

Fred Voorhees piloted No. 38,

with Fred Hewes in second station and Ken Timpson in third.

An upper-pod drop for No. 38 was slated for last week end, using a simulated warhead.

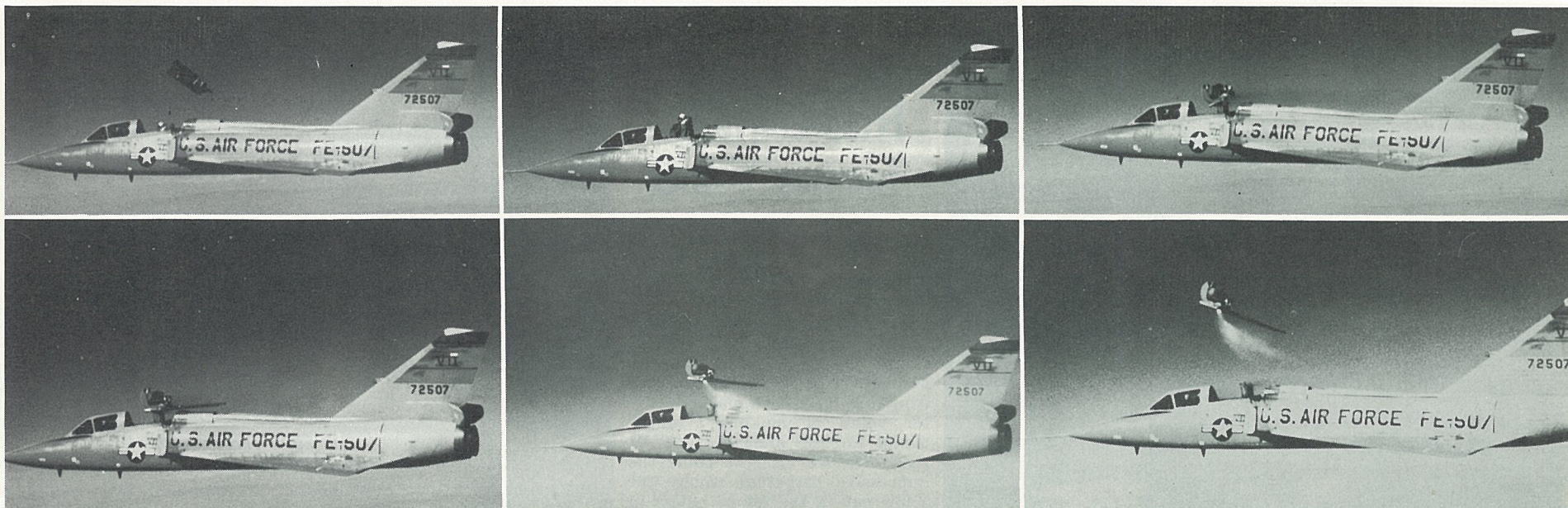
"Modified success" was reported on another low-level drop by Hustler No. 4 over Tonopah Test Range, Nevada, demonstrating the pod-retardation system.

Crew consisted of Earl Guthrie, pilot; G. C. Tate, second station; and O. D. Lively, third station.

Nearly 40 GD/FW people are stationed at Kirtland AFB in support of the drop efforts of No. 4. R. P. Andrews is airplane captain, Jim Graham pod captain.



ACCEPTED—GD/Convair jet transport program passed milestone earlier this month when Civil Air Transport accepted first Convair 880-M. Ceremonies included presentation of desk set to Dr. George K. C. Yeh, Republic of China ambassador to U.S., by C. Rhoades MacBride, executive vice president of General Dynamics. From left are CAT executives, G. A. Doole Jr., managing director; D. B. Gluskin, special assistant to president; Ambassador Yeh; MacBride; R. C. Loomis, president of GD/Convair.



SEQUENCE—Film frames, shot fractions of second apart, show F-106 supersonic seat ejecting. Canopy is jettisoned first, then seat shoots upward, rotates as twin booms untelescope and rocket boosts airman safely upward. These were taken

during dummy ejection prior to T/Sgt. James A. Howell's successful trip. Motion picture cameraman was GD/Convair's Jerry Green, veteran of seat test program. Dummy ejections reached supersonic speed of Mach 1.8 within last year.



"SPACE" SHOT—At top is T/Sgt. James A. Howell, AF parachutist, serious and determined in cockpit of F-106 before ejection in "B" seat. Below are combined AF and GD/Convair men from both San Diego and Holloman AFB, N.M., at successful conclusion of F-106 escape system testing.

Volunteers Screened For Escape Capsule Loss of Pressure Tests at Carswell AFB

A series of B-58 escape capsule pressurization tests will be conducted in the high-altitude chamber at Carswell AFB in August. Demonstrations will confirm a crew member's ability to close and pressurize the capsule after being subjected to high-altitude decompression. "We'll test the crewmen's ability to react to the loss of pressure and close the escape capsule," said Gene Bledsoe, FW senior design engineer. Pressurization builds up automatically when the capsule is closed. Hand-picked Air Force volunteers are being screened for the series of about 24 tests. Dr. J. L. Judson, GD/Fort Worth aerospace medical specialist, is assisting. Phase I of the test will simulate decompression to a maximum of 55,000 feet and Phase II to 60,000 feet.



MOVING OUT—Two of three Japan Air Lines Convair 880-Ms in last stages of assembly outside Bldg. 3 at GD/Convair plant. Third now stands nearby. First is due to go to Japanese line some time next month with crews arriving weekly at San Diego on rotation basis for flight training.

'Real Smooth' Says Howell After F-106 Seat Ejection

A midair "spread eagle" signaled "all's well" as the first man ejected from the F-106 supersonic pilot escape system floated to earth June 6 at Holloman Air Force Base, N. M.

T/Sgt. James A. Howell, veteran of 400 jumps, exclaimed, "It was wonderful—a real smooth ejection!" as he was met on the ground by a team of General Dynamics and Air Force men supporting the first live ejection.

And "real smooth" was the term used to describe the entire test by GD/Convair personnel at Holloman. The first ejection by a human was called an "unqualified success."

T/Sgt. Howell, assigned to 6511th AF Test Group (Parachute) at El Centro, Calif., was ejected from the aft cockpit of an F-106B piloted by Maj. G. D. Hendrix, AF project officer. Zero time was 6:33 a.m. with the plane traveling near a speed of 545 mph at 22,000 feet altitude.

Howell, strapped in the seat, zoomed to a couple of hundred feet above spot of ejection before beginning the descent. Time from triggering of seat to point at 15,000 ft. where he was pulled from the seat by drogue shoot was clocked at 40 seconds!

He said he felt no discomfort at any time, either from blast-off of the rocket that shoots the seat from the plane, or from the wind as he hurtled out into space. "It felt as if I was just gently picked up and thrown out of the plane. It happened too fast to have much sensation of any kind."

In the new escape system concept, pilot and seat are propelled vertically from the cockpit, then rotated to a horizontal position to protect the pilot from wind forces. Booms extend on either side of the seat back to stabilize it. When clear of the plane, seat harness is released automatically and a drogue chute pulls the pilot from the seat. This sets off a timer to release the large parachute to bring the pilot back to earth.

Observers in helicopters were reassured by Howell's wide "spread-eagle" signals during the ten minutes or so it took him to swing to the ground. He landed with a quick roll within a few hundred feet of a predetermined landing spot, about 35 miles northwest of Holloman.

Said Howell at his debriefing session, "If you have to eject, the B seat is the way to do it!"

The June 6 live ejection followed a series of five dummy ejections in the last few weeks and climaxed over four years of development and extensive testing of the General Dynamics Convair-designed escape system. Prime responsibility for design and development has been in the mechanisms design group under



HONORS—L. E. Ottem, right, of GD/Convair Model 8 project office presents T/Sgt. Howell with gold watch from General Dynamics at celebration dinner.

D. A. Liebel, mechanisms group engineer.

The flight test program was conducted by the GD/Convair flight test group at Holloman under W. B. Piper, assistant flight test group engineer.

Key personnel from Convair who participated in the test program included G. C. Kolsky of

mechanisms group who acted as design group coordinator; G. H. Solheid of engineering flight test, test coordinator; Richard Renteria of engineering systems dynamics laboratory, responsible for telemetering; Jerry Green of motion picture section, who photographed the mission from a chase plane; and G. Howell from quality control.

Kolsky and Renteria had been at Holloman the last couple of months during dummy ejections and preparations for the live ejection.

GD/Convair men at Holloman playing major roles in the program included J. D. Darsey and B. L. Murphy, control engineers for the test aircraft; W. R. Arcos, operations engineer; E. R. Holst, on-board photography; A. P. Boudon, responsible for aircraft instrumentation. Key mechanics and inspectors included F. L. Denick, Chet Seahorn, H. Strong, Jerry Foster.

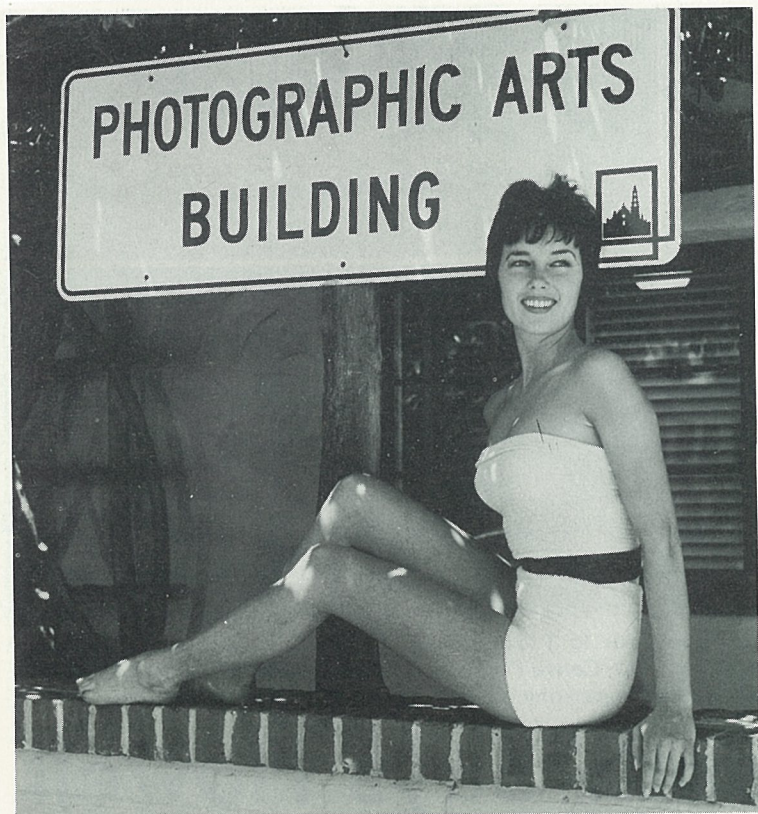
Others on the spot from San Diego during actual test were L. E. Ottem of the Model 8 project office; Liebel; Loren Summers (Dept. 98-8); ground photography; and Stan Mahoney of interceptor service, on special assignment.

Air Force support to the program was provided by personnel of the Aerospace Medical Laboratory and the Aeronautical Systems Division at Wright Field, and by T/Sgt. Howell's own outfit at El Centro.

Supersonic seats now are being installed in all F-106 aircraft. At present nine operational ADC squadrons are flying aircraft equipped with the escape system.



THANKS!—T/Sgt. James Howell gives hearty shake to hand of Betty Childers (Dept. 6), GD/Convair girl who packed chute which wafted him safely back to earth. Standing at right is Ada Nickerson, long-time parachute rigger at GD/Convair.



MODEL MODEL—GD/Convair lensmen made most of material on hand at their June 12 shoot with beautiful Delmary Pack (Dept. 6) as model. Bob Reuther (Dept. 31) also posed for shutter bugs. Above shot was taken by Ron Ainsworth.

Producers of Week End Rodeos Keep 56 Horses, 100 Head Cattle

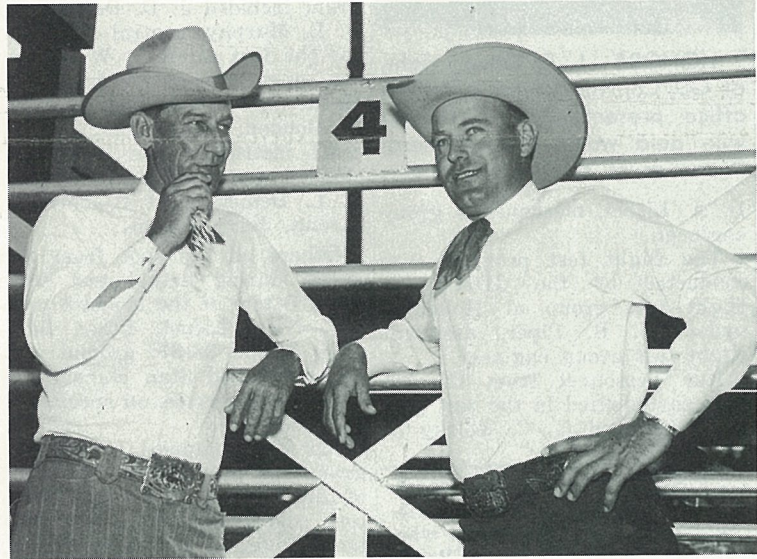
Monday through Friday, E. McHood operates an overhead crane in Dept. 20-2 at General Dynamics/Fort Worth and T. M. Smith works as an assistant foreman in Dept. 4-5.

Week ends, they team up as rodeo producers throughout Texas, Oklahoma and Arkansas. The two produced the recently highly successful CRA rodeo.

Smith and McHood first met

eight years ago in the old CRA Roping Club on the North Side. Since then they have averaged 40 to 50 rodeos a year.

Their stock includes 50 bucking horses, six saddle horses, 20 Brahma bulls, 35 roping calves, 20 dogging steers, and 20 cows (with calves) for wild cow milking contests. They pasture on 375 leased acres near Weatherford and 260 acres at Arlington.



COWPOKES—E. McHood, left, crane operator at GD/FW Dept. 20-2, and T. M. Smith, assistant foreman in Dept. 4-5, teamed up eight years ago as week end rodeo producers.

Plants Will Close Tuesday, July 4th

General Dynamics Divisions will be celebrating Fourth of July as a one-day holiday this year.

All plants will close Tuesday, July 4, with the exception of departments performing essential maintenance and industrial security functions. Supervision will notify employees who will be required to remain on the job.

Work will be resumed at regular time the next day, Wednesday (July 5).

Traveler Reports On Jet 880 Service

A recent visitor to the General Dynamics/Convair plant had nothing but praise for the Convair 880 jetliner.

Charles Stevens, director of library services at MIT Lincoln Laboratory, Lexington, Mass., said that he has flown in 880s many times—on Delta Air Lines, TWA, and Northeast Airlines routes, and found them the quietest and most powerful of all the jets in passenger service. In his words, "It's a honey!"

Stevens was at Convair this month inspecting the engineering library.

Bossart Meets 'Jr. Scientists'

K. J. Bossart, General Dynamics/Astronautics technical director, was guest speaker early this month at a San Diego Hall of Science and Industry presentation on solid rocket propellants and missiles.

The occasion was part of the "Meet the Junior Scientist" program, and Bossart shared the limelight with John Koethe, high school sophomore who won the boy's sweepstakes division of the recent Science Fair.

Chairman of the "Junior Scientist" program is Alan Fullarton, GD/Astro Dept. 454. Fullarton is also a director of the Hall of Science and Industry, as are Bossart, J. R. Dempsey, Astronautics president, and Werner Schmack, Dept. 547-4.

Memorial Bomber To Face Clean-up

The B-36 Memorial at Carter Field is slated for the annual plant and clean-up job July 15.

B. R. Main, GD/Fort Worth Dept. 20, said about 65 volunteers—both hourly and salaried—will help spruce up "City of Fort Worth" inside and out.

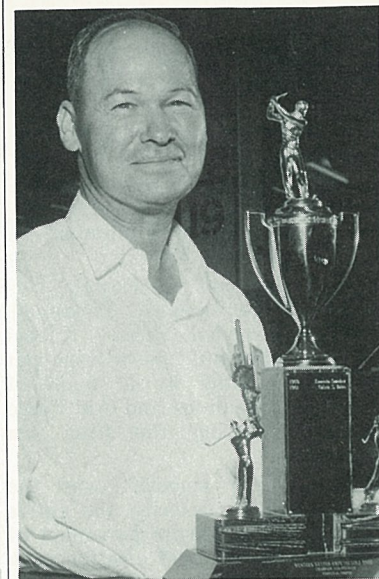
At Long Last

One-Arm Golfer From Convair Tourney Winner

A General Dynamics/Convair man who lost an arm 25 years ago in a train accident walked off with a coveted golf trophy last month.

Calvin Bates, manufacturing control dispatcher at Plant 2, finally had a chance to take an active part in the Western States Amputee Golf Championship after years of making arrangements for the annual event. It paid off. He brought home the impressive perpetual trophy for a low net (a 149 for 36 holes) in the "arm division" from the regional tourney at Scottsdale, Ariz.

Trophies for both leg and arm contenders were donated by Palomar Trophy of Escondido. A third trophy went to low scorer in the championship flight.



PROUD — Cal Bates beams over amputee links trophy.

For several years Bates has spent all his spare time interesting amputees in golf as a morale booster. He took up the game himself in 1949 and five years ago spearheaded organization of the Western States Amputee Golf Championships.

He serves on the executive board of the national organization and as regional representative of the Western area, including 11 states. He is also secretary of the Western States association.

"Golf is one of the best sports for rehabilitation of amputees," said Bates, who explained that he tried the game first as a challenge to himself.

"It makes a person more self-reliant than any other sport. When we can persuade an amputee that he can play a good game of golf, we prove to him that he is not handicapped."

Now Bates is deep in planning for golf clinics in San Diego where amputees can learn and practice. He emphasized that activities of the association are not confined to once-a-year tournaments but are carried on a planned basis the year around. Any amputee is eligible to participate.

RUTLEDGE TO HEAD PHOTO COMPETITION

L. W. Rutledge of General Dynamics/Convair still photo section has been named co-chairman of the program for industrial photographers at the coming convention of Professional Photographers of California, Inc., in Long Beach. He also will act as a judge for the industrial photographic competition.

On the program will be an open discussion of in-plant photography conducted by Ernest H. Boldrick, chief of General Dynamics/Astronautics still photo section, and members of his staff.

Rutledge, past president of Professional Photographers of San Diego County, Inc., also is up for treasurer of the state organization in elections at the July 6-10 conference.



MIXER—Working parts of resin dispenser hold attention of N. D. Baird, C. W. Moon, E. V. Russell, N. L. Jones and A. R. Mosco as H. C. Baker (foreground) demonstrates calculator. Installed device operates like soda fountain.

Soda Fountain-Type Dispenser Mixes Resin 'Recipes' For Astro

A device which bears a strong resemblance to a drugstore soda fountain will soon be in use in General Dynamics/Astronautics' electronic encapsulation laboratory (Dept. 781) in Bldg. 33.

Instead of refreshments, however, the unit will dispense various resins used to mix materials for encapsulating electronic parts for the Atlas missile.

Small electronic assemblies are coated with the hard-drying resin mixture to seal out moisture and fungus and to protect them from vibration.

The new dispenser was designed and built by H. C. Baker, project engineer of applied manufacturing research and process development (Dept. 290-2). For use with it, Baker added a calculator which can supply the "recipe" for any of the more than 25 different compounds used for encapsulation.

Cans of resin are placed in air tight chambers connected to the factory compressed-air supply. When the operator turns a valve, resin from one of several cans is delivered to a nozzle. This is mounted over a direct reading scale on which the mixing container is placed.

"Since no mathematics is involved, there is less chance for

error," said E. V. Russell, general foreman, Dept. 780-0. "The dispenser and calculator simplify the entire operation and should result in cleaner work and a considerable saving of manhours."

T. E. Kerr, assistant supervisor, Tom Wright and George Erickson, technicians, all of Dept. 290-2, worked with Baker in developing the prototype.

Frank Vining's Daughter Wins 'Fairest' Title

When a General Dynamics/Astronautics daughter was crowned San Diego's "Fairest of the Fair" early this month it climaxed her first venture into beauty contests.

She is Salli Vining, 17, daughter of Frank P. Vining, Astro foreman in major assembly (Dept. 758).

A 1961 graduate of La Jolla High School, Salli was La Jolla's entry in the final judging which brought together representatives of 20 San Diego County communities.

Salli will reign over the Southern California Exposition and San Diego County Fair opening next week; she will serve as official hostess for the San Diego Convention and Tourist Bureau for one year; and she will represent the County in the Maid of California contest during the California State Fair at Sacramento in August. In the fall she plans to enter San Diego State.

The Vinings have four daughters. One is married. Another, Patty, has been accepted for stewardess training by American Airlines. Penny, 10, is the youngest and is a potential beauty winner of the future.



VERY FAIR—Salli Vining, 17, daughter of Astro's Frank Vining, was recently named "Fairest of the Fair" over 20 contestants.

Engineers at GD/FW Take AWS Offices

Three General Dynamics/Fort Worth engineers were recently elected to offices in North Texas section, American Welding Society for 1961-62.

They are: Jay C. Collins, senior manufacturing research engineer, chairman; R. E. Key, senior design engineer, vice chairman; and D. J. Taylor, manufacturing research engineer, publicity director.

Key said the AWS fall national meeting will be held in Dallas, Sept. 25-28. A tour of GD/FW during the event is being planned.

Membership in AWS is open to anyone engaged in or interested in welding. Further information may be obtained from Collins (ext. 3450), or Key (ext. 3848).

Dr. Ta Li, Scientist, Now Fellow of IAS

Dr. Ta Li, senior staff scientist at General Dynamics/Astronautics, has been named an associate fellow of the Institute of Aerospace Sciences.

A native of China, Dr. Li received his Doctor of Philosophy degree from the University of Munich, Germany, in 1934. He taught in China before bringing his family to the United States in 1947. He has been with Astronautics since 1955.

His scientific work involving the behavior of liquids during periods of zero gravity has been acknowledged widely and accepted for theoretical studies by scientists.

**Is It News?
Call Convairiety**



DINNER CHAT—President Kennedy, Bob Hope and Frank Pace Jr. met during Eleanor Roosevelt Cancer Foundation dinner May 30 when Pace was general chairman. President was principal speaker.

GENERAL DYNAMICS CORPORATION NEWS

General Dynamics President Earl Dallam Johnson was present at a White House ceremony June 15 as President Kennedy awarded the Collier Trophy to Vice Adm. William F. Raborn for his direction of the Polaris fleet ballistic missile weapon system program.

General Dynamics has played a major role in the program through construction of Polaris-firing nuclear submarines.

Last year General Dynamics shared the award with the Air Force and Space Technology Laboratories for the Atlas program.

Wafer-thin "solar sandwiches," designed to convert the sun's energy to electrical power for space vehicles, are now being developed for the U. S. Air Force by General Atomic Division.

The new-concept solar power producer, which consists of a large number of tiny thermoelectric elements placed between two thin metallic sheets, is expected to have marked weight and cost advantages over present solar cell systems in providing auxiliary power for space vehicles. The panels are being developed under a study contract awarded by the Air Force's Aeronautical Systems Division at Wright-Patterson Air Force Base, Ohio.

John A. Edwards has been named executive vice president and William A. Runge has been appointed comptroller of Liquid Carbonic Division, John F. Thurston, division president, announced.

As executive vice president, a new position, Edwards will be responsible to Thurston for both domestic and international operations. Edwards formerly was Liquid Carbonic's vice president and comptroller and its chief financial officer for the past ten years.

Jerome Kohl, coordinator of special products for General Atomic Division, is senior author of a new book "Radioisotope Applications Engineering."

The Navy has named the two prospective commanding officers for its newest Polaris-firing submarine, the Thomas A. Edison.

Cdr. Charles M. Young of Coronado, Calif., a World War II Silver Star winner, naval aviator, and submarine veteran, will command the Edison's "blue" crew.

His counterpart on the Edison's alternate gold crew will be Cdr.

Trio in Same Family List Same Birthday

The birth of little Victoria Lynn Elwell on May 30 marked the third generation of Elwell children born on that date. Victoria shares birthday honors with her father Gene, 28, of General Dynamics/Astronautics Dept. 773, and her grandfather Milo, 70.

Walter Dedrick of Vallejo, Calif., commanding officer of the nuclear-powered USS Halibut and former skipper of USS Tunny, first guided missile submarine.

The 410-foot, 6,900-ton Edison is a second-generation fleet ballistic missile submarine designed to fire the more advanced 1,500-mile Polaris. Like her predecessor FBM submarines, the Edison's blue and gold crews will consist of 90 men and 10 officers each.

The world's first commercial swing-tail air cargo plane, the Canadair Forty Four, was delivered May 31 to Flying Tiger Line.

Function and reliability testing of the Canadair Forty Four swing-tail air freighter has been completed, marking conclusion of the flight test program leading to full commercial certification of the new cargo aircraft.

The Forty Four, which late last month received provisional airworthiness certificates from the Canadian Department of Transportation and the Federal Aviation Agency in the United States, has been ordered by three U. S. cargo airlines—The Flying Tiger Line, Inc.; Seaboard World, and Slick Airways, Inc.

During 18 days of continuous testing under simulated airline operating conditions, Canadair flight test engineers said the aircraft performed more than 50 flights, all virtually trouble-free. As many as six flights were made in one day. These included two nonstop transcontinental trips and a number of other long-stage-length flights.

A new metallurgical development and fabrication center will be constructed by General Atomic Division. The new center, to be completed in early 1962 on a 28-acre site in Sorrento Valley, will be adjacent to General Atomic's John Jay Hopkins Laboratory for Pure and Applied Science at SD.

Dr. Frederic de Hoffmann, senior vice president of General Dynamics and president of General Atomic, said the 52,000-square foot facility will be devoted largely to development and fabrication of fuel elements for General Atomic's advanced nuclear reactor systems for central station power generation and for propulsion, as well as for General Dynamics' TRIGA reactors for research, training and testing.

When fully equipped, the center will represent an investment of about \$2 million.

Victor A. Liston has been appointed Director of Share Owner Relations for General Dynamics Corporation.

Liston was previously with Merritt Chapman & Scott in charge of share owner relations. He has also served as a financial relations consultant with Allied Public Relations and was with the Merrill, Lynch, Pierce, Fenner & Smith publication, Investor's Reader.

LIBRARIANS CONFER AT CONVENTION IN SAN FRANCISCO

Librarians from three General Dynamics Corporation Divisions and Canadair, Ltd. were among 1,000 delegates at the national convention of Special Libraries Association in San Francisco May 28-June 1.

Convair was represented by Keith Blair, chief librarian, and Merle Boylan, head of technical processes. From Astronautics were Lou Canter, chief librarian, and Richard Benedict. Roger de Tonnancour, chief librarian at Fort Worth, and Rodolphe C. Lavergne, chief librarian of Canadair, Ltd., completed the delegation.

Blair, as membership committee chairman of the San Diego chapter, accepted award for greatest increase in any group within California. He will serve as treasurer for the San Diego chapter for the next year. Canter is newly-elected vice president.

An article by Blair, entitled "Engineering Library Bulletins—The Human Factors Consideration," was published in the Special Libraries publication for April.

SD CLUB SCHOLAR EDGED BY MOTHER FOR CLASS HONORS

A GD/Convair daughter, holder of a Convair Management Club scholarship, ran into tough competition within her own family for academic honors as she graduated from San Diego State College this month.

Ruth Kramer, a first-place scholarship winner in 1956, was nosed out by her mother, Hannah W. Kramer, who graduated in the same class with high honors in elementary education. Ruth wasn't far behind—she held honors in economics and distinction in her major, also elementary education.

This makes a quartet of teachers in the Kramer family. Ruth's sister, Louise Holloway, and brother-in-law, Bob Holloway, are teachers in San Diego schools.

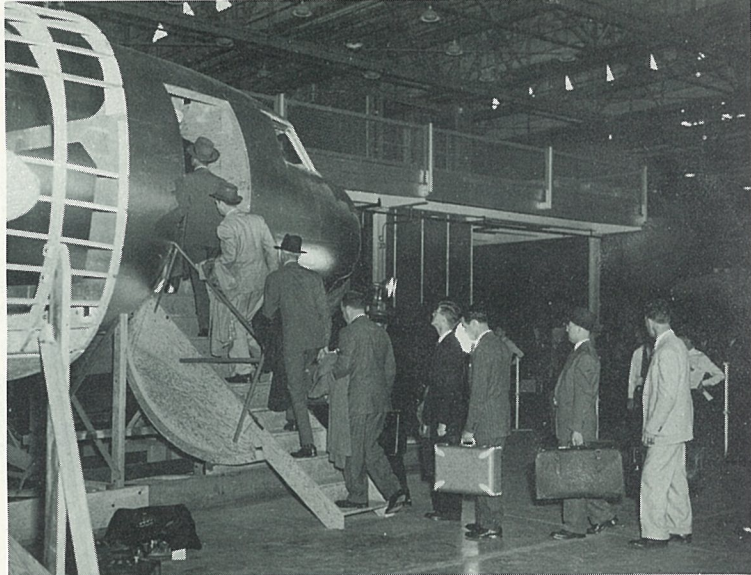
Their father, Raymond L. Kramer, now retired, was in Dept. 250 at the time Ruth won her scholarship.

GD/Astro Will Host Engineer Meeting

General Dynamics/Astronautics will play host to the Institute of Radio Engineers' Professional Group on Space Electronics and Telemetry June 28.

They will meet in the main presentation room, Bldg. 2, at 7:30 p.m. to hear W. B. Harris and I. A. Sofen of RCA discuss micromodularization.

The business session will be preceded by a 6:15 p.m. dinner at the Sands Hotel. Dinner reservations may be made with Bobbie, ext. 2078 or 2079.



BOARDING PARTY—Presumably to demonstrate facilities for luggage aboard Model 240, these "travelers" carry their own aboard mockup at San Diego. Year of photo was 1946.

Post-War Effort

Model 240 Seen as Successor To Douglas' Workhorse DC-3

(This is installment No. 61 of history of Convair.)

At San Diego the immediate post-war effort centered on developing a medium-range twin-engine transport, the 40-passenger Convair-Liner. Planners projected it as a "successor to the DC-3," the remarkable transport Douglas introduced to commercial airlines in 1936 and produced during the war as the C-47.

Once in service the Convair-Liner quickly won worldwide approval for comfort, economy and dependability. By 1956 it was the standard medium-range transport of nearly 40 domestic and foreign airlines. But the birth period was one of severe travail, consuming the company's resources and drawing it deep into debt.

It was realized from the outset that the program would lose money for a time, but it was supported for several reasons: to keep the work force together, develop a commercial market, and offset the reputation of the C-87. (This was a frankly makeshift transport, developed for the Air Force during the 1942 transportation crisis by modifying B-24 bombers.) At this time Convair had an excess profits "carry forward" of \$25 million. At the worst, the company could lose this amount on the Liners and suffer a net loss of only \$5 million. The program went ahead. Directors believed deliveries would start in mid-1947 and that the first 158 would pay off engineering and tooling costs.

Throughout 1946 and 1947, however, the Convair-Liner was beset by rising costs and unforeseen delays. Engineering and tooling charges climbed over \$13 million. Other manufacturers were having the same trouble. After surveying the industry in 1947, the Congressional Aviation

Policy Board concluded: "The cost of design and prototype development . . . is so high that neither the manufacturers nor the air carriers can today afford to invest the sums involved."

Early orders for 120 planes were placed by two lines, American and Western, but the commercial sales staff found tough going thereafter. Many carriers wanted new equipment but few could finance it. Competition with the rival Martin 202 had adverse effects and Convair underpriced its merchandise (less than \$200,000 a piece on one order) and succumbed to "versionitis" (the major modification of a basic design to please a customer). One customer wanted the self-contained stairway forward, another aft, a third wanted it omitted.

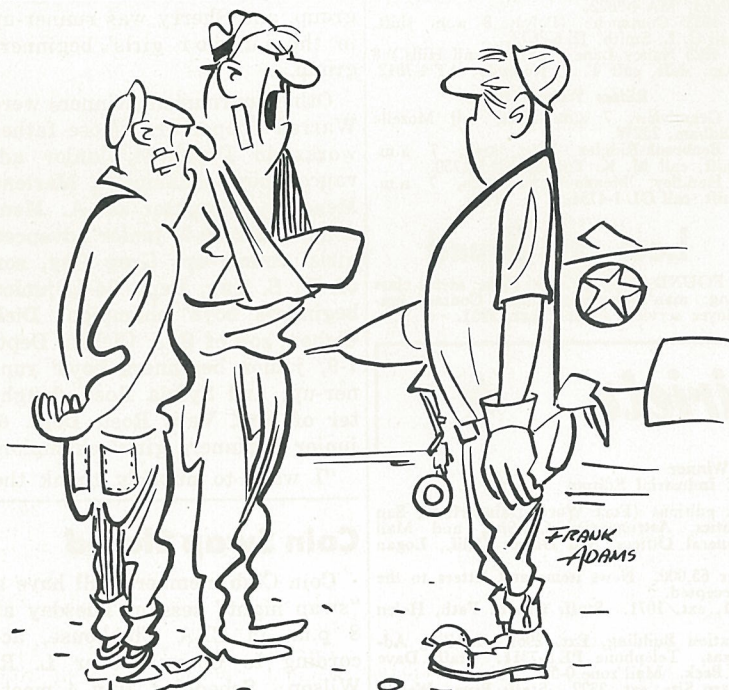
Using wartime factory production curves, the company had concluded that Liners could be built with fewer than 30,000 man-hours of direct labor. Redesign, to meet unforeseen CAA requirements, material shortages, a 101-day strike in 1946 and other factors revised the estimate to 55,000 hours by 1947. The final cost on the original production run of 168 Liners was 68,000 hours per plane. (Later, of course, this was brought into line. In 1955 the enlarged Model 340 was being built with 32,200 direct manhours.)

The prototype Model 110 (first flown in July, 1946) and the production Model 240 incorporated many refinements. The cylindrical fuselage was pressurized, permitting the Liner to fly comfortably at economical altitudes. A self-contained hydraulic stairway let the plane load and discharge passengers without assistance from the ground crew. The cabin heating system was engineered to eliminate a common airliner nuisance, drafts. Professional airline pilots were consulted on arrangement of the cockpit.

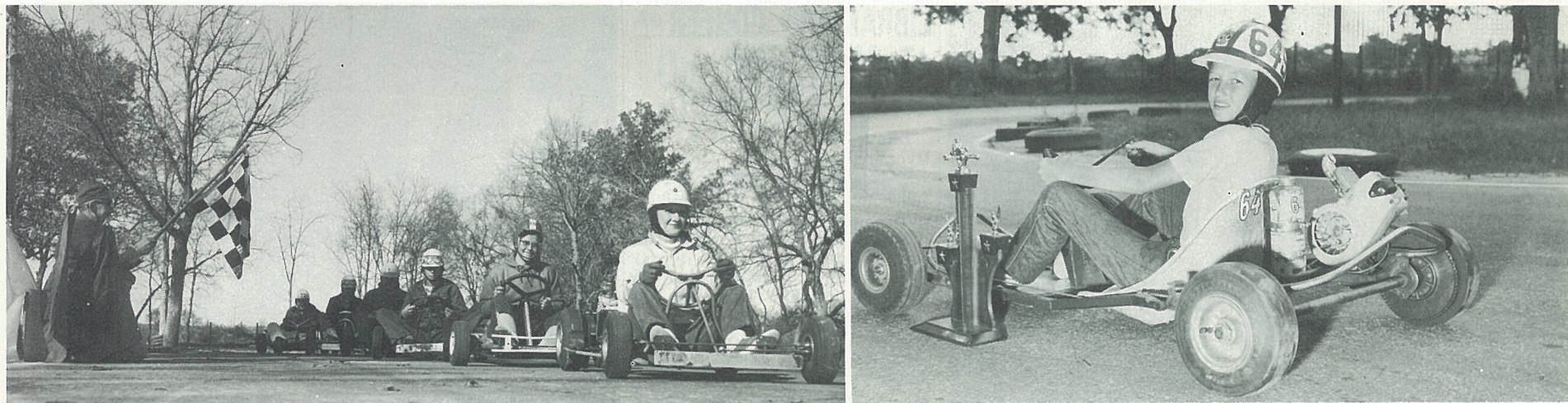
Once design and production difficulties were overcome, the Convair-Liner program began to roll. Deliveries totaled 94 in 1948. By 1956, the 10th anniversary of the Model 110, more than 1,000 of the planes had been produced in commercial and military versions. Convair estimated the Liners had flown 13 billion passenger miles, claimed for them "the best safety record of any commercial aircraft." On the 44-passenger 440 Metropolitan, brought out in 1955, the direct operating cost was only 1.79 cents a seat mile on a typical 165-mile flight.

SOCIETY HEARS FW ENGINEERS

Two General Dynamics/Fort Worth manufacturing research engineers spoke at a recent meeting of North Texas Chapter, American Society of Tool and Manufacturing Engineers. Topic for J. L. McDaniel and W. R. King was "High Energy Rate Forming."



"You do deserve credit, Harold, for working 5,000 manhours without lost time from bodily injury but that doesn't give you the right to refer to the rest of us as 'the rank and file.'"



GO-KARTERS REALLY GO—CRA's Go-Kart Club counts members in every age group. Left photo shows adult group lined up for a race. At right is Joe Parnell, 13, son of Jack Parnell, Dept. 58 mechanic. Joe recently won a state go-kart racing championship, and has won 60 trophies in the three years he has been driving. His 12-year-old brother, Jack, also is an expert driver. Trophy by Joe's kart is for state championship. Night races are on the new schedule.

6 Rent Horses Now at CRA

Want to learn how to ride a horse?

CRA's ranch foreman, Bailey Burks, will help you. Ranch area has six gentle saddle horses for rent at \$1-per hour: Sailor, Sally, Penny, Sandy, Sam and Scooter.

Would-be horsemen too timid to ride on the CRA bridge paths can ride in the ranch area's arena, and Burks will be glad to stand by and give helpful hints on how to handle a horse.

"Several youngsters have been out recently who were never on a horse before in their lives," Burks said.

"After an hour's ride in the arena, some of them were already experts."

Burks emphasized that the rent horses are available only to employees or members of their immediate family. Guests in the area are not eligible to ride.

Shoots Cancelled For June, July

Practice shoots at Fort Worth Gun Club have been cancelled for June and July. However, there will be two shoots in August in preparation for dove season.

CRA Area to Be Closed June 30th

CRA area will be closed on Friday, June 30. Regularly scheduled activities for that date have been postponed until the next regular meeting date. Facilities have been reserved for a private function.

John Sykes Voted Chess Club Prexy

John Sykes, portable equipment mechanic in Dept. 25-3, is the newly-elected president of the Chess Club. W. L. Halgood, of the same department, is vice president and Ted West, Dept. 6, secretary-treasurer.

The club's regular Friday meeting at 7:30 p.m. has been cancelled for June 30.

Model Airplane Club to Convene

"Free flight" group of Model Airplane Club will meet Tuesday at 8 p.m. in the card room at CRA Clubhouse.

Commissioner C. L. Price Jr., said plans will be completed at the meeting for a series of contests during July, August and September.

Annual 'Family Day Bar-B-Q' Fun Scheduled This Saturday

CRA's 10th annual "Family Bar-B-Q" gets under way at 2 p.m. Saturday in Picnic Area No. 1. Festivities originally were scheduled for June 17, but had to be postponed because of rain.

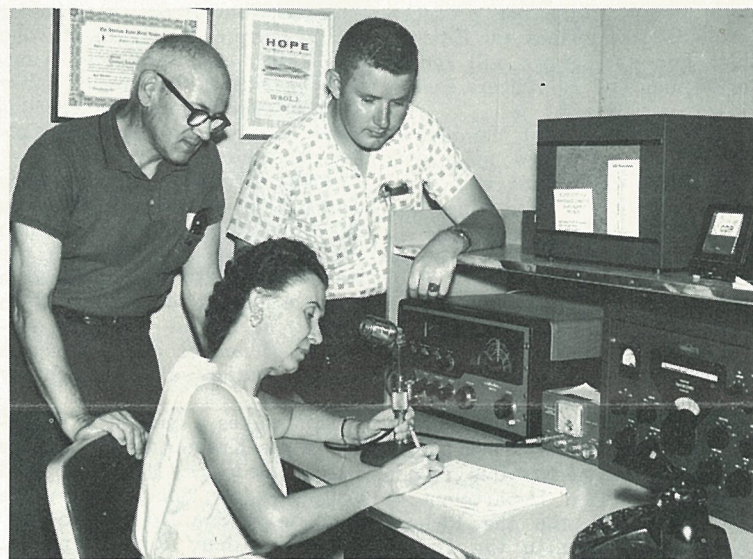
Participation in the annual day of fun is by invitation only, and CRA spokesmen reminded employees who received invitations for June 17 to keep them for admission to the June 24 gala.

There'll be a rodeo at 4 p.m. in the ranch area arena, and barbe-

cue and all the trimmings will be served chuck-wagon style beginning at 6 p.m.

There'll be prizes galore for winners of numerous games the "Family Bar-B-Q" committees are planning, including some surprises. There'll be door prizes, including a TV set; a prize for the biggest family, and prizes for the youngest boy and girl present.

The Hi-Fi's will be on hand playing lively dance music.



PRACTICE SESSION—Radio Club members will participate in a nationwide "field day" contest this weekend. Snapped at a planning session for the event were Mrs. Ann Baker, club secretary, at the mike; Commissioner Ted Small, center, and Keith Pugh, president.

Both Win Trophy

Dianne, Sherry Middleton Hog Limelight in Jr. Tennis Meet

Dianne and Sherry Middleton, daughters of S. J. Middleton, Dept. 24-7, both won trophies in a recent junior tennis tournament that marked the end of classes for the season.

Dianne emerged as champion in the junior advanced girls' group, and Sherry was runner-up in the junior girls' beginners group.

Other tournament winners were Warren Cooper Jr., whose father works in Dept. 74, junior advanced boys' champion; Marlene Mendolia, daughter of A. Mendolia, Dept. 10-2, junior advanced girls' runner-up; Greg Gay, son of W. S. Gay, Dept. 24-1, junior beginners boys' champion; Dick Cichon, son of S. J. Cichon, Dept. 7-9, junior beginners boys' runner-up; and Sylvia Rost, daughter of Mrs. Vera Rost, Dept. 6, junior beginners girls' champion.

"I want to publicly thank the

three instructors for their excellent work," said H. L. Collins, tennis commissioner. Instructors were Gene St. John, engineering; Hollis Reagan, tooling task control; and Claude Neil, tool design.

Collins reported the recently-organized "Over 40" Men's Tennis Club is off to a good start.

\$350 for Plane Trip to Europe Is Club's Goal

Round-trip plane fare for CRA Travel Club's proposed fall European tour perhaps will not exceed \$350 per person, according to Commissioner E. L. Magers. A chartered plane will carry the travelers from Fort Worth to Amsterdam and return.

Tentative departure date is September 30, with return date October 15.

The club has been receiving bids from travel agencies throughout the country, and at a 7:30 p.m. session today in CRA Clubhouse, members will discuss costs and itineraries in detail.

Tentative itinerary for the two-week tour includes London, Paris, Monte Carlo, Berne, Cologne and Amsterdam.

Minimum living cost after arrival in Europe is estimated at \$15 per day per person.

Golf Sweepstakes Set for Z. Boaz

This month's CRA golf sweepstakes will be played on Z. Boaz course Saturday.

Commissioner L. H. Armstrong said Saturday's play will be an individual low-ball affair. Handicaps will be used to bracket entrants properly, and also to determine winners in each bracket.

In addition to low net winners, prizes will be awarded low gross in each flight.

Burt Sets Table Tennis Tournament

Plans for a series of table tennis tournaments in the fall are already under way, according to Commissioner Mounty Burt.

Meanwhile, all employees, their families and guests are invited to participate in practice games every Sunday from 1 to 6 p.m., and every second and fourth Friday from 5 to 11 p.m.

Log Book Entries

Promotions

Fort Worth

Promotions to and within supervision, professional and administrative effective June 5:

Dept. 2-4: to executive development administrator, J. H. Payne Jr.

Dept. 3: to educational services supervisor, R. H. Huggins.

Dept. 4: to material control supervisor, B. M. Staples; to material liaison man, C. B. Anderson; to material project administrator Sr., H. M. Law.

Dept. 6: to aerosystems engineer, R. E. Zuercher; to aerosystems engineer senior, C. C. Ellis Jr.; D. E. Flanagan, B. N. Mullings, H. E. Quarles Jr.; to design engineer, N. Whittitt, J. J. Kos; to design engineer senior, C. K. Jenkins Jr.; to project aerodynamics engineer, D. Lobrecht Jr.; to structures engineer senior, W. R. Bell III.

Awards

The following received Employee Suggestion awards totaling \$521.10 for the period ending June 5:

Dept. 24, J. L. Hurst, J. D. McConnell; Dept. 29, M. Rose; Dept. 33, A. Ferri, J. M. Roberts, R. D. Stinson.

Dept. 34, B. D. Ford; Dept. 41, G. C. Testerman.

Dept. 51, C. Albertson; Dept. 57, W. M. Boucher, G. D. O. Porter; Dept. 63, R. J. Gorman; Dept. 64, H. C. Karr.

Dept. 75, G. D. Robbins; Dept. 81, M. A. Farnham; Dept. 93, W. A. Howell.

Also N. J. Hutton, formerly of Dept. 24; C. O. Neely, formerly of Dept. 35; G. H. Agnew, formerly of Dept. 74; and J. O. Phillips, formerly of Dept. 81.

Retirements

BARTON—G. L., Dept. 31. Seniority date March 17, 1943 (FW), retirement effective June 29. Rt. 2, Granbury, Texas.

BERRY—C. J., Dept. 30. Seniority date Jan. 13, 1943 (FW), retirement effective June 30. Box 106, Weatherford, Texas.

JERMAN—O. V., Dept. 25. Seniority date Nov. 22, 1950 (FW), retirement effective May 29. 2003 Worth St., Fort Worth 4, Texas.

LANINGHAM—John, Dept. 4-5. Seniority date Oct. 15, 1942 (FW), retirement effective June 30. 8525 Pemberton Court, Fort Worth 8, Texas.

McMILLAN—G. L., Dept. 24. Seniority date Jan. 19, 1944 (FW), retirement effective June 30. 3513 McCarst St., Fort Worth 10, Texas.

Hitchhikers

Ride Wanted From

3729 Westridge, 7 a.m. shift, call Chris Ferrara, PE 8-1893.

2510 N. W. 28th, 7 a.m. shift, call J. C. Ward, MA 4-3822.

4033 Comanche (Poly), 8 a.m. shift, call C. L. Smith, JE 6-2673.

4825 Nancy Lane (N. Richland Hills), 8 a.m. shift, call T. J. Rommer, AT 4-7812.

Riders Wanted From

Grandview, 7 a.m. shift, call Mozelle Oldham, 252W.

Benbrook-Ridglea West area, 7 a.m. shift, call M. K. Fowler, CI 1-1750.

Handley, Meadowbrook area, 7 a.m. shift, call GL 1-4734.

Lost and Found

FOUND—Upper dental plate; men's class ring; man's wedding ring. Contact employee services section, ext. 2951.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego-Palmdale-Holloman, Pomona, Astronautics, Astronautics Off-Site, and Mail Edition) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

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SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 72, Administration Building, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Dave Lewis, Fort Worth editor; Louise Sutton, Mary Beck. Mail zone 0-50.

Astronautics Editorial Offices, Bldg. 8, Astro Site, ext. 3322. Staff: Bryan Weickersheimer, Astronautics editor; Willard Harwood.

Pomona Editorial Offices, Room 106-D, Bldg. 1, ext. 6226, mail zone 3-3. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Palmdale news representative, CRA office, Room 36, Bldg. 301B, ext. 331, Palmdale facility. Holloman: O. J. Ancel, industrial relations, ext. 20, Holloman AFB.

Coin Swap Slated

Coin Club members will have a "swap night" session Tuesday at 8 p.m. in CRA Clubhouse, according to Commissioner L. R. Wilson. Scheduled July 4 meeting of the Stamp Club has been cancelled because of the holiday, Wilson said.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, June 21

ARCHERY: shoot, 7 p.m., CRA archery range.

ASTRONOMY: meeting, 7:30 p.m., CRA.

TRAVEL: meeting, 7:30 p.m., CRA.

Thursday, June 22

BADMINTON: free play, 8-10 p.m., CRA Fieldhouse.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.

Friday, June 23

CHESS: meeting, 7:30 p.m., CRA.

BRIDGE: championship game, 7:30 p.m., CRA.

GO KART: race, 7 p.m., CRA.

TABLE TENNIS: play, 5-11 p.m., CRA Fieldhouse.

Saturday, June 24

GOLF: sweepstakes, Z. Boaz Golf Course.

Sunday, June 25

ARCHERY: shoot, 2 p.m., CRA archery range.

TABLE TENNIS: play, 1 p.m., CRA Fieldhouse.

Monday, June 26

MOVIE: "Return of Jack Slade," with Nevil Brand. Shown lunch period, 50-foot aisle.

Tuesday, June 27

COIN CLUB: trade night, 8 p.m., CRA.

GARDEN CLUB: meeting, 7:45 p.m., Garden Center, Botanic Gardens.

MODEL AIRPLANE: "free flight" meeting, CRA (card room), 8 p.m.

Wednesday, June 28

ARCHERY: shoot, 7 p.m., CRA archery range.

ASTRONOMY: meeting, 7:30 p.m., CRA.

CAMERA: color slide contest, 7:30 p.m., CRA.

Thursday, June 29

BADMINTON: free play, 8-10 p.m., CRA Fieldhouse.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.

Sunday, July 2

ARCHERY: shoot, 2 p.m., CRA archery range.

GO KART: race, 2 p.m., CRA.

TABLE TENNIS: play, 1 p.m., CRA Fieldhouse.

Monday, July 3

MOVIE: "Cattle Queen of Montana," with Ronald Reagan and Barbara Stanwyck. Shown lunch period, 50-foot aisle.

Wednesday, July 5

BRIDGE: duplicate session, 9:30 a.m., CRA.



GOING STRONG—Rockets, pace-setters in CRA's sophomore baseball league, are undefeated to date. Team's record is four wins, one tie. Manager is Bob Strong, Dept. 3-2. D. W. Batts, Dept. 27-4, is assistant manager.

Players Needed in All Three CRA Junior Baseball Leagues

Team positions are open in all three leagues of the junior baseball activity, Commissioner R. B. Smith announced.

Smith invites any youngsters interested in joining a team to register not later than June 28 with team managers. They are:

Freshman league (boys 12 and under): K. A. Tuggle, WA 7-7483; Fred P. Keith, PE 8-0844; C. F. Holder, PE 8-4239; Carl Ziehe, PE 8-0594; Chester Gotcher, PE 7-3998; W. J. Stevens, JE 4-9306.

Sophomore league (boys 13 and 14): Bob Strong, PE 7-9806; Don Kappel, MA 4-4056; Fred Evans, CI 6-1431; Bill Bowden, WA 3-1510.

Junior league (boys 15 and 16): Walter Weaver, PE 8-7657 or Dixie Walker, PE 8-4418; Coy Stinson, PE 8-8429; Jack Evatt, PE 7-4768.

League standings at Convair-ity press time:

J. C. Church is Double Winner in CRA Skin Diving

J. C. Church, Dept. 24, was a double-place winner in CRA skin divers' latest spear-fishing contest at Possum Kingdom Lake.

Church took trophies for spearing the largest fish—a buffalo weighing 6 pounds eight-and-a-half ounces—and for spearing the biggest total weight of fish, 18 pounds.

Bill Jackson, Dept. 6, one of the Aquacrats' newest members, had "beginner's luck" and won trophies for both the second largest fish, weighing over six pounds, and won third in total pounds speared, over eight pounds.

Tom Davis, Dept. 36, won second-place trophy in total pounds speared, with over 11 pounds. Dallas Curtsinger, Dept. 6, Aquacrats' president, won third largest fish trophy with a five-pound, 13-ounce buffalo. Curtsinger also won the door prize, a regulator.

Billie Scott, wife of Hugh Scott, Dept. 6, was the only woman diver entered in the contest. Her fish weighed a total of five pounds, the largest weighing over two pounds.

Skin diving Commissioner Jack Swain awarded the door prize and trophies.

Freshmen: Indians and Hustlers tied for first place.

Sophomores: Rockets.

Juniors: Rebels and Teeners tied for first.

In accompanying picture of the Rockets, front row, left to right: D. W. Batts, assistant manager; Eddie Baggett, Richard Bailey, Richard Armstrong, Danny Crabb, Tom Croft, Ronnie Armes, Larry Tout, Manager Bob Strong. Back row, left to right: Dennis Iker, David Rogers, Mike Stinson, Ted Fay, Dee Batts, Milton Lowry, Byron Cox and Lance Strong. Not pictured: Buddy Jackson.

CRA Bridge Title Play Slated Friday

A CRA club championship bridge game is set for Friday in the Clubhouse.

Commissioner W. J. Culbertson said play will be men's and women's pairs. First-place winners, both men and women, will have their entry fee paid in the Republic of Texas tournament July 1. The tournament annually draws hundreds of players from throughout the country.

Play in Friday's game will start at 7:45 p.m., but players are urged to register at 7:30 p.m.

Carol is Crew

Nelms Sail 15-Foot Snipe To Seven Regatta Crowns

Carol Nelms, Dept. 27 secretary, is the wife of nuclear engineer Louis Nelms.

She's also his crew.

They've sailed their 15-foot snipe, "The Pied Piper," to seven regatta championships in the past three years. "Pied Piper" recently skimmed in first at the annual Fort Worth Boat Club regatta for the second consecutive year.

Few days later, the Nelms sailed her to victory at Lake Fort Gibson, Okla. against 33 competing boats from a 10-state area.

Nelms is the skipper, handling the main sail. Mrs. Nelms, as the crew, handles the smaller jib sail.

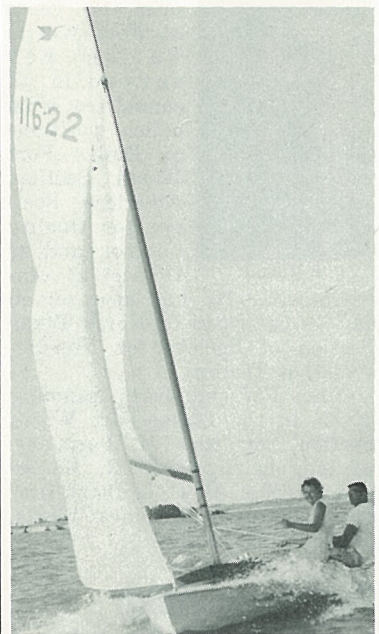
Nelms bought his first sail boat when he was in early teens. It cost \$150, and he had to throw a lot of papers to acquire the money.

"Pied Piper" is his fourth boat. She's a mahogany and cedar beauty with a five-foot hull and a 20-foot mast. She glides over the water under 100 square feet of dacron sails.

Both Nelms and his wife have worked at General Dynamics/Fort Worth 10 years. Married 11 years, they were high school sweethearts.

They sail "Pied Piper" mostly at Lake Worth, but it's not unusual for them to drive 500 miles on a weekend to compete in regattas.

SAILING CHAMPS — Louis and Carol Nelms have won seven regatta championships in the three years they've been sailing "The Pied Piper."



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Nodes Win Title

The Nodes bowling team in Century League are the recently-crowned champions of the 1960-61 season.

Team members are Jack Elrod, Pat Fisher, Phil Keating, Ben Rawls, John Walker, Paul Waner and Marvin White.

Recreation AND SPORTS



Male Gardeners Plentiful In CRA's Garden Club

Most people think of gardening as a housewife's hobby.

But male gardeners comprise almost half the membership of CRA's Garden Club, many of them specialists. And men hold the two top spots in the activity: Commissioner R. S. Pluskey, Dept. 11-3, and M. L. Maurer, club president, Dept. 3-5.

The club's male "specialists" include E. H. Watts, Dept. 6, chrysanthemums; W. N. Counts, Dept. 19, orchids; Maurer, preserving and arranging; Rod French, Dept. 6, camellias; J. H. Reuther, Dept. 6, orchids, and J. B. Woodrum, Dept. 6, ivy.

Male garden enthusiasts say

they find digging in the soil, planting and tending their specimens a most relaxing hobby after a day's work at the plant or office. They often take home ribbons for their entries in various shows.

While some seasonal CRA activities disband during the summer months, attendance at Garden Club meetings increases, officers report. The club meets each fourth Tuesday at 7:30 p.m. in Botanic Garden Center.

Other officers include Mrs. Eddie Ware, Dept. 6, vice president; Miss Tina Gay, Dept. 6, treasurer, and Miss Mary Catherine Smith, Dept. 21-7, secretary.



AMATEUR GARDENER—Sherry Wooldridge, Dept. 11-4 steno, practices up for membership in CRA Garden Club.

First in Series of Night Go-Kart Races Opens 7:30 Friday CRA

First of a series of night go-kart races at CRA track is scheduled for 7:30 p.m. Friday. Night races will be in addition to the twice-monthly Sunday races at 2 p.m.

"Night races will be just for fun," said Commissioner W. F. Campbell. "Instead of trophies, we'll award prizes like watermelons to the winners—then make them share with the losers."

Other night races are set for July 21 and August 11.

Sunday races during the summer season will be July 2, July 9, July 30 and August 20.

Recent winners at CRA track included Gary Van, first in kids' heat race and feature; Jay Mills, first in kids' trophy race. Rickey Allmon took all events in the kids' Mc class.

In the men's West Bend class, Bob Mills took first in the trophy and feature races, with Frankie Cambon winning the heat race in that class.

Feature race winner in the

men's Mc class was Troy Jones, with Pop Joiner taking first in the heat race and trophy dash.

In the women's races, Juanita Allmon took first in all three events in the Mc class. Margaret Mills drove a new five-part West Bend to first places in the heat race and trophy dash. Martha Van took first place in the West Bend feature race.

ARCHERY TOURNAMENT ENTRANTS SIGNING

Entries are already being registered for a statewide archery tournament which CRA's Archery Club will sponsor on its range July 8-9.

Local club will be host for the 29th annual tournament of the Texas State Archery Association. Commissioner Joe M. Butts Sr. is TSAA president. It's anticipated perhaps 100 archers will compete. Mail registration already includes entrants from El Paso, Houston and Dallas.



FUN AT DAINGERFIELD—Approximately 340 Daingerfield employees and their families attended recent annual CRA picnic. David Johnson, Dept. 2, treated youngsters to rides in his boat. Center photo shows group enjoying barbecue and trim-

ings. Men's sack race, far right, provided lots of laughs. Two gate prizes of \$25 savings bonds were won by Jim Frier of Dept. 2 and C. T. Forrest, Dept. 4. "One of the best picnics we've had," employees reported.

Access Highway Delay Reported

Difficulties in acquiring rights of way will mean perhaps a two-month delay in seeking bids for revamping Convair access highway between the intersection with Guilford Rd. on the east and Highway 183 on the west.

R. A. Bossy, State Highway Department district engineer, said a call for bids originally was set for August, with work scheduled to start in September. However, acquisition of necessary rights has been slower than anticipated.

"The project has top Highway Department priority," Bossy said.

The highway will be widened to provide three lanes of traffic each for east and west-bound units. Three grade crossings will be eliminated, including the Ridgmar Blvd.-Ridglea Ave. intersection where a traffic light recently went into operation.

Under the revamping plan, east-west traffic will go under Westridge and the Ridgmar intersections, and will go over a third intersection near Z. Boaz Golf Course.

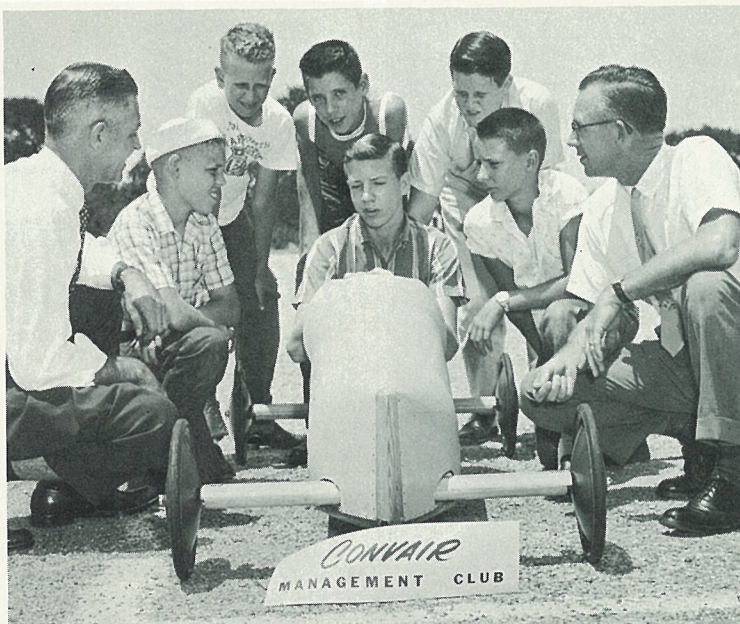
Plans call for eventual extension of the road west across Highway 183 to connect with Highway 180 near Mary's Creek, as part of the federal highway program.

R. W. McGuffee Acting Manager For Nights

R. W. McGuffee, development manager, June 5 was named acting night manager by Frank W. Davis, General Dynamics/Fort Worth president.

Davis said the appointment represented a continuation of the management training program involving rotation of department heads for temporary assignments.

E. E. Finch has resumed his normal assignment as modernization manager after serving several months as acting night manager.



READY TO ROLL—Ernie Cauthen, left, club representative, and J. W. McLean, right, CMC inspection chief for 1961 Soap Box Derby, take look at entry of Dean Anthony (in his racer). Other GD/FW entrants, from left: Emery Weimer, Richard Cichon, Ernest Ruddell, Johnny Bowen Jr. and Terry Williams. Not pictured is Mike Manire.

Seven Club-Sponsored Entries To Compete in Soap Box Derby

Preparation for the July 2 Soap Box Derby approached a climax this week for seven Management Club-sponsored entrants and a host of inspectors.

This year's annual race for youngsters 11 through 15 will be held in front of Will Rogers Coliseum.

GD/FW sons who are putting finishing touches on their racers include:

Ernest Ruddell, son of E. W. Ruddell, Dept. 25-3; Terry Williams, son of J. C. Williams, Dept. 22; Richard Cichon, son of S. J. Cichon, Dept. 7-9; Mike Manire, son of E. L. Manire, Dept. 25-2; Emery Weimer, son of E. D. Weimer, Dept. 25-2; Dean Anthony, son of H. M. Anthony, Dept. 94; and Johnny Bowen Jr., son of J. B. Bowen, Dept. 81.

J. W. McLean of Dept. 24-1, inspection chairman for the event, has also named 36 Derby inspectors. They are:

D. J. Taylor, J. R. Stovall, J. C. Ladd, Fiske Hanley, O. W. Byrne, R.

Thompson, and E. L. Minch of Dept. 23.

M. K. Flippo, O. W. Wentworth, E. B. Roberson and C. M. Johnston of Dept. 31.

R. Dixon, P. Chambliss, C. Colvin, J. C. Williams, J. D. Parnell, C. L. Sales, H. L. Dingle, B. G. Gosnell, A. J. Ford and K. P. Bogue of Dept. 22.

O. H. Bernhardt, R. W. Madsen, R. M. Presley, R. L. Hoes and F. Polenta of Dept. 30.

D. H. Span, O. T. Harrell, C. F. Holder, R. A. Hutton, D. L. Peterson of Dept. 27.

E. Cunha and W. J. McCoy, Dept. 24; J. W. Johnson, Dept. 6; S. J. Cichon, Dept. 7-9; and B. R. Prewitt, Dept. 4.

First inspection will be from 9 a.m. to 1 p.m., June 24 in Exhibits Building behind the Coliseum. Accepted cars will be impounded until the day of the race, while rejected racers will be turned back for corrective action.

Final inspection will take place between 9 a.m. and 1:30 p.m., July 1—race day.

Management Club contributed \$25 to each of the GD/FW sons in the race to be used for car wheels and axles. Entrants furnish wooden body and paint for racers, with total cost not to exceed \$35 for each entry.

Club President Appoints New Committeemen

Management Club committeemen for 1961-62 were named last week by President E. G. Henderson.

R. E. Walkington, Dept. 89, was appointed chairman of a new club committee on "retired members." Other chairmen are:

E. C. Cauthen, Dept. 28-7, research; Clara M. Arrington, 4-2, visitation and flowers; J. B. Alldredge, 87, management development; E. R. Weiher, 28, membership; J. E. Topliff, 57, special events.

J. H. Livesay, 6, Junior Achievement; I. M. Pemberton, 30, sergeant at arms; J. C. Dickey, 25, budget and audit; S. E. Keith, 20, B-36 monument; E. L. Clerc, 3, awards; M. B. Gross, 17, public relations; George Symm, 29, bowling.

G. N. Nesbitt, 25-4, permanent administrator of Fix-a-Toy; J. H. Kincannon, 21, chairman of Fix-a-Toy; G. D. Boesch Jr., 8, program; J. B. Dinsmore, 8, Camp Leonard.

B. Q. Greene, 16, property guardian; J. B. Lankford, 28, search and rescue; F. E. Hancock, 6-7, Boy Scouts adviser; Wanda P. Penix, 6, historian; J. D. Dupree, 24-7, ways and means.

E. L. Blaine, 22, ticket distribution; I. B. Hale, 16, booster; J. R. Witte, 3-5, speakers bureau and Toastmasters; J. B. Kynard, 37, indoctrination; M. D. Ward, 10-2, tours.

Vice chairman for Fix-a-Toy and operating chairman for Camp Leonard projects will be named later, Henderson said.

V. C. Gillon Appointed GD/FW Manager of Program Planning

(Continued from Page 1)

His tenure dates back to July, 1942, when he joined the firm as a junior industrial engineer.

He served in several supervisory posts until August, 1943, when he was appointed assistant chief of industrial engineering. A year later Gillon was named chief of manufacturing control.

In 1949 Gillon was promoted to production manager, a post he held through 1951, when he was named manager of long range planning.

Gillon holds both a bachelor's and a professional degree in electrical engineering from Georgia

Tech, and a master's degree in electrical engineering from Yale University.

Before joining GD/FW he held engineering positions with firms in New York and Oklahoma.

John Payne Jr. Gets New Post

John H. Payne Jr., former educational services supervisor, has been named to the full-time post of executive development and inventory administrator, General Dynamics/Fort Worth.

Succeeding Payne as educational services supervisor in charge of management development and engineering training is R. H. Huggins.

Payne's appointment is consistent with a policy to re-emphasize the executive inventory and development section of educational services in administering the new program.

Payne joined GD/FW in 1951 as a special courses instructor and was promoted to training specialist the following year.

He became administrative assistant in 1956, responsible for the executive development program.

Elevated to educational services supervisor in 1950, Payne was reappointed to his present post when new emphasis was placed on the executive development program.

Payne attended Fort Smith Arkansas Junior College and holds a BS Degree from TCU.

Huggins came to GD/FW in 1956 as engineering personnel representative, and joined educational services as a training specialist in 1960. He became educational services coordinator in 1961.

A teacher at Cisco Junior College and Weatherford College before joining GD/FW, Huggins holds a bachelor's degree from Howard Payne College and a master's degree in science from TCU.

35 FW Engineers Earn Masters

Thirty-five General Dynamics/Fort Worth employees recently earned advanced degrees in the Southern Methodist University Graduate Program.

Receiving master's degrees in aeronautical engineering were: Arthur R. Amuedo, Marvin W. Bahnman, Jack M. Bean, Charles R. Carter, Maynard K. Johnson, Bobby G. Kouri.

Master's degrees in electrical engineering: Rufus Allen Jr., Alfred A. Bishop, Charles W. Brooks, Lavoise Crittenden Jr., W. A. Whitfill Jr., J. J. Heldt.

Master's degrees in engineering: D. G. Anderson, Roy A. Lawrence, James B. McGuffin, Philip S. Shadlesky, J. P. Law Jr.

Master's degrees in mechanical engineering: L. H. Bangert, T. B. Clark, R. W. Fullerton, Anese Totah, D. L. Young.

Master's degrees in engineering administration: W. K. Bailey, Phil C. Green, C. E. Hart Jr., E. E. James, H. J. Kauffman, Arthur D. Nordhem, R. H. Schwarz, J. C. Sindi, Philip J. Slover, Richard W. Wooten.

Master's degrees in civil engineering: James G. Gilbert, T. E. McCown, Rogelio Wisovich.

Long Distance Dialing To Start Next Month

(Continued from Page 1)

WATS number, which is 338-0040.

Station-to-station calls can be made only to telephone numbers containing seven digits. In addition, the system will not apply to several states, and will be applicable in a few other states only during certain periods of the day.

"We'll encourage using WATS for call to states farthest away, where savings are greatest," Dunn said. "But we'll restrict calls to nearby states."

Con-Trib Gifts Total \$112,587

General Dynamics/Fort Worth employees contributed a total of \$112,587 to worthy causes through Con-Trib-Club in the six-month period of Dec. 1 through May 31.

Biggest share of the money went to United Fund of Fort Worth and Tarrant County—\$89,000. Other club contributions:

Emergency Aid fund, \$20; Fort Worth Chapter, Muscular Dystrophy, \$1,800; Fort Worth-Tarrant County Tuberculosis Society, \$3,600; Harris Hospital Building Fund, \$4,167; John Peter Smith Hospital Polio Fund, \$3,600; Radio Free Europe, \$1,800; Tarrant County Association for Mental Health, \$1,800; Tarrant County Association for Physically Handicapped, \$1,500; Texas Rehabilitation Center (Gonzales Warm Springs), \$2,500; United Cerebral Palsy, \$1,800; Fort Worth Boys Club, Inc., \$1,000.

FW's Tallon Elected District Director

D. B. Tallon, quality control supervisor, has been elected director of District 14, American Society for Quality Control.

The district comprises Texas, Arkansas, New Mexico and Mexico.

During his over 17 years at Fort Worth, Tallon has served in all committee and office positions of Dallas-Fort Worth Section, American Society for Quality Control, and as District 14 representative. He has also served as vice chairman of North Texas Section of Society for Non-Destructive Testing.

Other FW employees assuming duties in the Dallas-Fort Worth Section are: Glen H. Parmeter, section chairman; R. R. Massee, director; H. C. Graham, program chairman; and Jack Wilson, publicity chairman.

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Volunteers Finish Boy Scout Camp Job

Installation of tile medallions in the entrance arch recently ended five week ends of work by General Dynamics/Fort Worth volunteers on Camp Leonard, Boy Scout facility.

Management Club voted earlier this year to clear, develop and maintain the 250-acre camp site near Granbury on the Brazos River.

H. F. Wiseman, general chairman of the project, praised the work of some 600 volunteers who put in an estimated 3,700 man-hours on the project.

J. B. Dinsmore, Dept. 8, is permanent administrator of the development.

TWO ATTEND NMA SEMINAR

E. G. Henderson, Management Club president-elect, and J. B. Alldredge, chairman of the management development committee, recently attended a week-long NMA management seminar in Dayton.



DECALS BY MACHINE—John Jackson, center, Dept. 8, recently suggested printing decals on offset presses. Now thousands can be turned out daily. Mel Gross, far right, Dept. 17 supervisor, watches as C. F. Rutledge rolls decal plate onto press.

System of Decal Duplicating Expected to Save \$150,000 Year

A recent change in method of making decals for B-58s will save a minimum of \$150,000 per year.

That's the prediction of J. H. Fewell, general foreman in Dept. 74, finishing. The new method was suggested recently by John Jackson, Dept. 8 industrial engineer assigned to finishing.

There are approximately 10,000 decals on each aircraft. They describe various parts of the plane, and how they're operated. They are on special vinyl paper, chemically treated for durability, backed by an adhesive compound.

Formerly, they were produced by a silk screen method—a time-consuming process often involving masking off unwanted decal cut-outs on a sheet in order to obtain the one needed.

With the silk screen process maximum daily output of decals was about 150.

Then Jackson came up with his idea: instead of using a silk screen to produce decals, substitute an offset printing plate, on which from 15 to 25 decals can be printed simultaneously. Dept. 17's offset presses can run off 10,000 to 15,000 sheets per day.

"Now our decals can be stockpiled, immediately ready for use when needed," Fewell explained. "It has eliminated the necessity of the paint booth sending parts on which the decals are to be applied to the silk screen area and then returning them to the paint booth. This is saving countless hours in the flow and handling of both parts and decals."

Mel Gross, Dept. 17 supervisor, said some inking problems have been encountered in printing decals used on planes' exteriors. This problem is expected to be solved soon, however.



Convairiety

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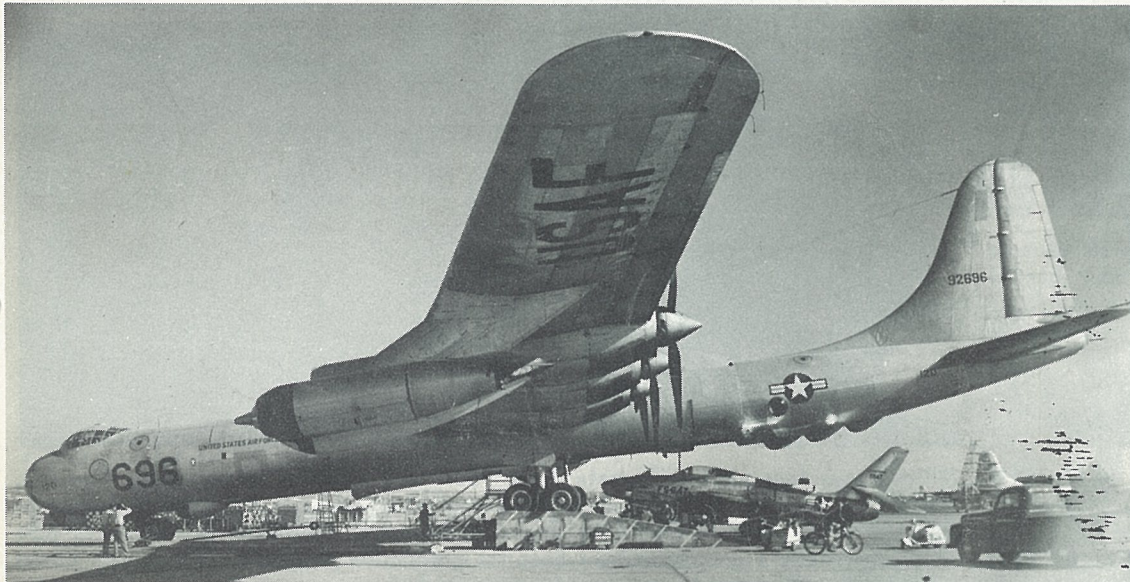
Fort Worth and
Daingerfield

EDITION

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SAN DIEGO AND POMONA, CALIFORNIA

DAINGERFIELD AND FORT WORTH, TEXAS



GROUND LOADING—RF-84F "parasite" fighter is rolled beneath GRB-36, which is up on loading ramp. This is ground loading similar to process which takes place in air.

Convair FW Record For First Half '55 Reviewed

"Good . . . but ripe for improvement."

That, in five words sums up Convair Fort Worth's record for the first six months of 1955, in the opinion of August C. Esenwein, manager.

By the "record," he means facts and figures you can put your finger on. Figures which give clues to the state of the division's "health." Such figures as the quality of factory work, attendance, the safety record, cost improvement, Employees Con-Trib-Club, Inc., and employee purchases of U.S. Savings Bonds.

"All these things," he explained, "are items that em-

ployees themselves have control over.

"They all are indications of how well we're going about things—and indirectly of how good a team we've got to do business in this highly competitive industry.

"And upon how good a team we've got, of course, depends almost entirely the future of Convair, of Convair Fort Worth, and—in the last analysis—every one of our jobs.

"We've nothing to be ashamed of in any one of these areas in the first half of 1955. But we've got six months of the year to go.

"I'm hoping that in the last six months we can show enough improvement to make 1955 one of the very best in the history of Convair Fort Worth."

What do the records show for the first half of 1955?

Complete and official reports will be issued when they are completed. But here, in advance and unofficial capsule form, is what to expect:

QUALITY—Biggest improvements in quality workmanship in the six months were shown in assembly and modernization departments, according to quality control reports. But the division's overall record suffered due to the higher percentage of work in the newer program since B-36 pro-

(Continued on Page 2)

Dynamics Hails New Division

Late last month, share owners of both concerns approved the plan to merge Stromberg-Carlson of Rochester, N.Y. into General Dynamics Corporation.

Henceforth, Stromberg-Carlson will be known as Stromberg-Carlson, a Division of General Dynamics, John Jay Hopkins, president and chairman of General Dynamics, declared. Robert C. Tait, current president of Stromberg-Carlson, will continue to head the telephone, electronics, radio and TV firm and will become a senior vice president of General Dynamics.

No changes in the management of either General Dynamics or Stromberg-Carlson are contemplated, Hopkins added.

Addition of Stromberg-Carl-

(Continued on Page 3)



SWALLOWED—Two later stages during which jet fighter merges with GRB-36. Lower photo shows position in which mother plane cruises with fighter snugly attached.

'Everything in its Proper Place' Becomes the Vogue at Convair FW

Want a way to make your work easier?

Better?

Less nerve-wracking?

And more satisfying?

There is a way. And although the idea's not new, it's more important than ever before now that precise work is so vital on the newer aircraft Convair builds.

This is the "old" idea . . . "A Place for Everything—And Everything In Its Place."

"But it will pay off," said Manager August C. Esenwein this week, "if you'll stop to think consciously about it in terms of your own job—your own work."

If you're an assembler, this means having the right tools in the right places at the right times . . . in your hand when you're using them, and in your tool box when you're not. This means also keeping ma-

terials and equipment (drills, air hoses, workstands and the like) where they belong. And it means putting all left-over materials (trash, metal scraps and so on) in the containers provided for them.

If you work at a bench or a machine, it's the same thing. A place for your tools, your materials and anything else you use in your work—and all of them in place when you're not using them.

If you punch a typewriter, likewise.

If you push a broom, the same. If you shuffle paper, ditto.

"If each of us could get ourselves organized like this—throughout the entire plant—it could almost work miracles," said Esenwein.

RB-36s on Program For Bangkok Fete

Three RB-36s of the Strategic Air Command were on the program last month to fly over Bangkok, capital of Thailand, as part of the U. S. aircraft helping observe National Day Celebration.

The Convair-built aircraft were scheduled to make a round trip non-stop from Clark AFB in the Philippines. Part of the 28th Strategic Reconnaissance Wing at Ellsworth AFB, North Dakota, they are presently attached to the Third Air Division at Anderson AFB, Guam, for overseas training.

Free Tickets to Game on July 24 Awaiting Second Shift Ball Fans

July 24 will be Convair night for Convair Fort Worth second shift employees and their families, J. D. White, CRA president, announced this week. Second shifters will get free tickets.

(A free Convair night for first shift employees was held May 24.)

Through special arrangements with the Fort Worth Ball Club, tickets for second shift employees will be available free in personnel department through F. R. Kuhlman. His office is located at Col. 71 in the Administration Building.

Employees will not be admitted on ID cards alone. According to White, they must have the free reserved seat tickets available at Convair.

Children of second shift employees must have free CRA Knoch-hole Gang passes to be admitted. Passes are available at the CRA office or at Kuhlman's office.

The Fort Worth Cats will take on the San Antonio Missions on the 24th.

A drawing will also be held to award a free autographed baseball to a Convair youngster with a CRA Knoch-hole Pass.

Modernization department crews reported the improved GRB-36 is B-36 No. 120 made over into the aerial "landing strip" which can both launch and retrieve the parasite in mid-air. It was ready for final servicing as soon as the Republic RF-84F, being supplied by the Air Force, arrives.

Flight department, likewise, is ready, according to Manager B. A. Erickson.

Flight Capt. Ray Fitzgerald will command the plane, while Fred Petty will serve as co-pilot and J. D. Taylor as flight engineer.

Operator of the "trapeze" which the fighter plane hooks onto will be R. E. Fisher.

Pilot of the RF-84F is expected to be Lt. Col. K. W. Schultz, of the flight test unit of Wright Air Development Center. He is scheduled to be checked out on the operation by Maj. C. E. Good, who flew the prototype F-84F earlier.

Representing engineering department in the tests will be Ed Mathis, project engineer.

Improvements in the GRB-36 are designed to make it easier and quicker for the jet pilot and (Continued on Page 8)

CONVAIR AIRMAN GETS TOP AWARD

The winner of the 1955 Harmon International Aviation Award is J. F. (Skeets) Coleman of Convair San Diego.

The award is tantamount to designating Coleman as the year's outstanding aviator.

Coleman, pilot of Convair's XFY-1 (Pogo), was honored for "outstanding contributions to the field of vertical takeoff and landing of combat fighter aircraft having high speeds in horizontal flight."

Coleman has been intimately associated with the Convair vertical takeoff airplane, built for the U.S. Navy, ever since its early flights in a "tethering rig" at Moffett Field, San Francisco. Following this early test program, he made the first vertical to horizontal transition with the airplane Nov. 2 of last year. Until recently, when Pilot John Knebel started checkout, Coleman had been the only man to fly the airplane.

A war veteran and a lieutenant (Continued on Page 2)



WELCOME ABOARD—John Jay Hopkins, left, chairman and president of General Dynamics Corporation, welcomes three new members of corporation Board of Directors following merger of Stromberg-Carlson into General Dynamics. Left to right: Wesley M. Angle, Bernard E. Finucane and Robert C. Tait.

Log Book Entries



R. W. Setzer
Dept. 82



G. T. Carter
Dept. 6

★ ★
These three Convair Fort Worth men recently completed 15 years of Convair service.



C. H. Van Dyke
Dept. 22

Service Emblems

FORT WORTH

The following service emblems are due during the period July 16 through July 31:

Fifteen-year: Dept. 6, G. T. Carter; Dept. 22, C. H. Van Dyke; Dept. 82, R. W. Setzer.

Ten-year: Dept. 6, C. E. Neyland; Dept. 15, C. A. Frayer; Dept. 24, B. J. Boone, B. A. Gordon, C. B. Mitchell; Dept. 25, E. H. Shaver; Dept. 29, O. R. Brewer.

Five-year: Dept. 31, S. D. Crider, V. R. Roberts; Dept. 41, O. R. Livingston; Dept. 47, T. B. Hooper; Dept. 48, S. B. Harrell; Dept. 73, E. S. Parr, N. T. Williams; Dept. 74, L. W. Campbell; Dept. 75, C. M. Bramblett; Dept. 82, R. Gunter; Dept. 91, J. G. Wetzel; Dept. 92, V. J. Luke; Dept. 94, W. L. Thigpen; Dept. 96, M. A. Cauley, W. B. Morgan; Dept. 99, E. A. Dixon, R. A. Doggett.

Five-year: Dept. 3, B. E. Lambert; Dept. 4, R. D. Lanham, B. R. Stuteville; Dept. 6, E. L. Gibson, J. E. Milburn, G. C. Sumner, F. L. Uhl; Dept. 8, J. R. Dezelle, D. J. Faries, J. W. Ocheltree, E. P. Roberts, M. T. Truett; Dept. 12, L. A. Brown Jr.; Dept. 14, M. Debaque; Dept. 15, J. D. Gammon, C. A. Wallace Jr.

Dept. 19, F. E. Harrison; Dept. 22, R. J. Baldridge, E. B. M. Harry, J. W. Holland, W. R. Miller, V. Oliver, W. W. Segars, M. D. Smith.

Dept. 24, G. A. Davis, B. K. Lot-speich, C. R. Nunley, H. C. Seaton; Dept. 25, J. L. Norman, H. R. Tye; Dept. 31, C. R. Drew, R. A. Harris, L. H. Rogers; Dept. 48, R. D. Brown; Dept. 73, D. J. Buchanan, E. M. Hutcheson; Dept. 74, C. T. Allison, G. L. Barnes, B. J. Block, R. H. Blood, S. W. Duren Jr., J. Forgy, R. J. Law, J. B. Lilly, L. P. McBryde, F. Odom, F. D. Otto, J. B. Powell, B. G. Wigginton.

Dept. 75, D. C. Fite Jr.; Dept. 81, D. D. Reid, F. B. Self; Dept. 99, E. B. Sneed.

DAINGERFIELD

Five-year: Dept. 1, J. D. Toland; Dept. 7, K. A. Truitt.

Births

DAINGERFIELD

BALL—Son, Jerry Pete, 8 lbs. 2 oz., born June 21 to Mr. and Mrs. Pete Ball, Dept. 7.



Promotions

FORT WORTH

Promotions to and within supervision and professional and administrative effective June 27, 1955 are:

Dept. 6, Engineering: To senior design engineer, T. E. Anderson, F. Brandt, W. O. Henker, R. L. Ingmire, P. F. Jensen Jr., L. J. O'Kelly, J. H. Schlicker Jr., R. H. Snow, P. D. Wilson.

To research chemist, W. Banduruk; to propulsion engineer, E. R. Berry, K. L. Shipley; to aerophysics engineer, G. D. Farnsworth; to senior test engineer, W. R. Brubaker, T. S. Love.

To senior nuclear engineer, E. L. Burkhard; to aerodynamics engineer, W. Curtis III; to senior aerophysics engineer, J. T. Kopecek, A. E. Moon.

To engineering publications editor, J. R. Lopez Jr.; J. A. Raynor; to test engineer, D. K. Michel, R. D. Woleben; to senior project aerophysics engineer, A. W. Sisson.

Dept. 17, Office Services: to manager of office services, K. H. Dunn.

Dept. 22, Manufacturing Control: to manufacturing control assistant supervisor, C. H. Cornelison; to manufacturing control foreman, J. W. Harpstrite, G. S. Moffat; to manufacturing control assistant foreman, R. L. Hoes; to master scheduler, K. Wheeler; to product change analyst, R. C. Walker.

Dept. 24, Tooling: to tooling analyst, E. E. Kay.

Dept. 27, Inspection-Production: to inspection supervisor, J. T. Howell; to outside inspection representative, J. L. McQueen.

Dept. 33, Bonded Structures: to assistant foreman, R. E. Brazier.

Dept. 41, TF-102 Nose Assembly: to assistant foreman, W. M. Boucher.

Dept. 42, B-52 Assembly: to assistant foreman, B. G. Brewer, H. R. Horn, G. E. Milligan; to foreman, B. J. Moore.

Dept. 48, Fuel and Oil Tank Sealing: to foreman, H. L. Long, J. A. Long; to assistant foreman, W. C. Haun, J. F. Miller, G. R. Wylie.

Dept. 63, Modernization Flight and Delivery: to assistant foreman, L. E. Poss.

Dept. 64, Development Field Operations: to assistant foreman, R. L. Christian, J. D. Roberts, P. D. White.

Dept. 65, Development Manufacturing: to assistant foreman, H. E. Thomas, L. A. Orrell.

Dept. 81, Tool Room and Fixtures: to tool manufacturing assistant foreman, R. G. Frank, J. C. Keller; to tool manufacturing foreman, R. C. Jeter.

Dept. 82, Pattern Shop: to tool manufacturing assistant foreman, J. H. Crouch, E. J. Svrcek, J. Wilson.

Dept. 92, Modernization: to foreman, W. J. Barr; to assistant foreman, W. E. Bowden.

Dept. 93, Modernization: to assistant foreman, R. V. Hall, T. J. Ruby Jr.

Dept. 94, Modernization: to assistant foreman, C. W. Parker.

Dept. 95, Modernization Service: to assistant foreman, E. F. Farris.

Dept. 96, Special Modifications: to assistant foreman, A. C. Long, B. W. Matthews, G. L. Napier, E. M. Smith, C. B. Teter.

Personals

FORT WORTH

The family of Mr. and Mrs. Gilbert L. Cox will always hold a grateful remembrance for the help and kindness of the friends and employees of Convair at the death of their little one.

Awards

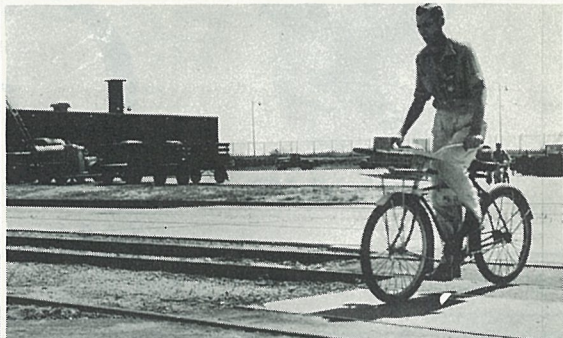
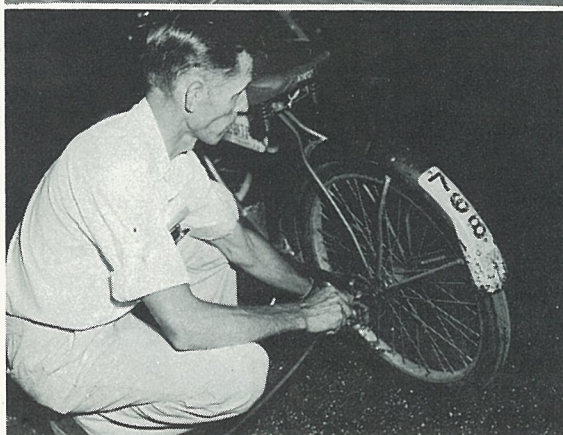
FORT WORTH

The following received Employee Suggestions totaling \$515.94 for the period ending June 29:

Dept. 27, Inspection-Production: John Bunyan Lee, J. L. Roberts.

Dept. 48, Fuel and Oil Tank Sealing: Richard Gilley, John H. Ragsdale.

Dept. 82, Pattern Shop: H. D. Yandell, Sidney M. Moon.



SAFE WHEELING—These four photos illustrate some "dos" and "don'ts" in bicycling. Top left, C. E. Walker of Dept. 24-6 performs a stunt that isn't recommended; while at top right R. E. Robinson of Dept. 22 crosses tracks correctly—at right angles. Lower left, Robinson demonstrates how NOT to put air in tires. (That's a compressed air hose for production machines—not bikes.) Lower right, C. Kelly of Dept. 22-3 illustrates wrong way to carry parts.

Ken Dunn Appointed Convair FW Manager Of Office Services

Kenneth H. Dunn was named manager of office services at Convair Fort Worth this month. He reports to E. L. Farmer, division controller.



K. H. Dunn

The new department—designated as Dept. 17—includes services of telephone room, duplicating, mail room, teletype and photo lab. All were formerly in the contracts department.

Dunn, former project industrial engineer, has been a Convair employee for four years. A native of Kansas City, Kan., he is a graduate of the University of Kansas.

Cyclists Reminded to Use Both Hands and Avoid Bulky 'Cargo'

A Convair Fort Worth employee was totin' an arm in a sling this week because he took unnecessary chances just to save a few seconds.

While riding a bicycle, he tried to adjust the metal tubing he carried in the basket. He lost his balance. He also lost his dignity, his bicycle, the tubing—and the use of an arm for several weeks.

"Luckily, we don't have too many accidents like this," said Fred Temple, safety engineering supervisor, "but they DO happen. If that employee had stopped, then re-arranged the tubing, he wouldn't be wearing a sling today."

Temple outlined a few common sense bicycle safety suggestions based on the sad experiences of Convair employees

who didn't heed them.

"Both hands belong on the handlebars. One hand drivers have no more business on a bike than they have at the steering wheel of a car."

"If the equipment you're carrying won't fit inside the bicycle basket—if you have to hold onto it while you're riding—you shouldn't be carrying it on a bicycle."

Temple also pointed out that the pedestrian has the right of way at Convair. This means bicycle riders must observe stop and caution signs and be extremely careful passing doors leading to the outside.

Employees were reminded not to ride bicycles in the smoking aisles during smoke break or lunch periods. No vehicles are allowed at anytime inside areas closed by barricades.

"We have a speed limit too," said Temple. "Eight miles an hour is plenty fast enough inside the plant. And sometimes it's TOO fast."

Convair FW Record For First Half '55 Reviewed

(Continued from Page 1)

duction phased out. Building many new type parts and components—such as those for the B-52, TF-102 and B-58—could be expected to show its effect, especially since close tolerances on the new airplanes are more important than ever before.

SAFETY—There were fewer accidents—and they were less severe—in the first six months of the year, as compared to the last six months of 1954, according to the safety section.

Biggest improvement was shown in eye care. Only 33 eye injuries were reported in the period, 34 per cent less than the 50 in the previous half year.

Best safety record is held by Dept. 73 (electrical bench) with more than five million man hours worked without a disabling injury.

Best plantwide continuous record was 15 days, or 1,923,706 manhours, without a disabling injury.

COST REDUCTION—More toward reducing costs was accomplished in the first six months of 1955 than in the entire year of 1954, according to the conservation section of industrial engineering.

The 1955 flood of Cost Improvement Proposals and Employee Suggestions has swamped the conservation people, but savings installed to date total \$1,242,804. (Proposals approved, but not yet installed, will add another half million dollars.)

Of the total, Employee Suggestions account for \$74,967. June was one of the biggest months in the history of the sug-

gestion program, with more than \$2,000 paid to winning employees. Eight awards were for more than \$100 each.

ATTENDANCE—Employees were definitely on the job more consistently.

Absenteeism in the first six months showed a reduction of 25.8 per cent under that of the similar period in 1954.

Figure-wise, it averaged 4.2 per cent in the period last year, and only 3.1 per cent so far this year.

CON-TRIB-CLUB—Employees supporting the Con-Trib-Club program numbered 80 per cent of those on the payroll at the end of the six month period.

However, a much higher number participated throughout most of the six months. The lower figure at end of June is due to a considerable number of new employees going on the payroll. (New employees are not asked to join until they have worked 35 days.)

Participation averaged over 85 per cent in the first six months of C-T-C's fiscal year (December through May). Employees donated \$91,893.72. Biggest portion of funds went to support the 43 agencies of the United Fund, and to Convair's Emergency Aid Fund for distressed employee families.

SAVINGS BONDS—Complete figures are not yet available, but preliminary reports indicated that 66 per cent of all Convair Fort Worth employees were buying U.S. Savings Bonds through payroll deductions at end of the six-month period. It was 72 per cent at one time during May.



Skeets Coleman

CONVAIR AIRMAN GETS TOP AWARD

(Continued from Page 1)

ant colonel in the U.S. Marine Corps Reserve, Coleman joined Convair in June, 1952, with more than 12 years of commercial and military flying behind him. Learning that Convair was at work on a radically new VTO airplane, Coleman promptly applied for the job of project test pilot. There were no textbooks and no precedent to go on, so to learn the sensation of vertical takeoff he practiced in six different Navy helicopters. Also, because the XFV-1 would be able to fly like a fighter, he practiced in Navy and Air Force jet interceptors.

ORDER CHANGETH—Scene at left is purposely made to show how messy things could get at Convair Fort Worth. If order's not kept, that is. And on right, C. W. Staggs, of 22-5, shows how house should—and can—be kept.

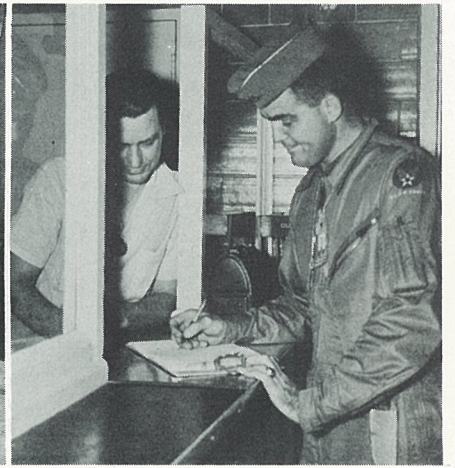
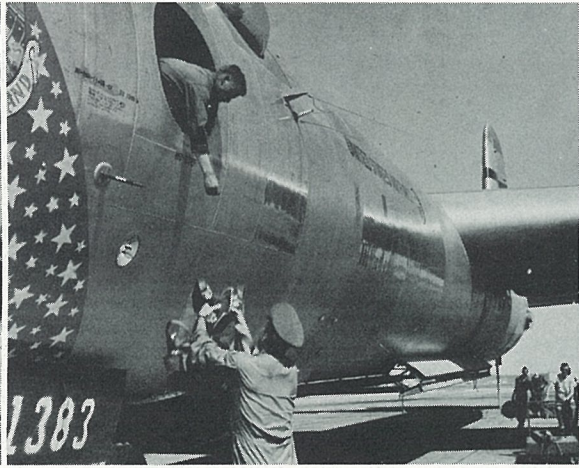
★ **Convairiety** ★

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Approximate current total circulation, 45,000. News items and letters to the editor are solicited, but no advertising can be accepted.

FW Editorial Offices, Industrial Relations Dept., ext. 5290; FW staff: Bob Vollmer, news editor; Sally House.

'Shuttle' Continues as Crews Deliver B-36s, Then Fly Others Away



FERRY FLYERS—B-36s continue to come and go at Fort Worth as Convair's SAM-SAC program progresses. Here a ferry crew delivers a ship on a Monday and flies away with a new one on Wednesday. Top left, R. C. Eckert of contracts

signs in the airplane with Maj. Joe Davis, flight commander, from Travis AFB. Crew unloads gear and boards a bus to flight department where, far right, Capt. George Cox signs in with D. M. Hall.

A New Division Created As Stromberg-Carlson Joins General Dynamics

(Continued from Page 1)
son's 5,200 employees brings the "population" of General Dynamics to more than 60,000.

Hopkins' statement of welcome to Stromberg-Carlson read:
"On behalf of the Board of Directors, the Corporate officers



PRESIDENTS—Gen. Joseph T. McNarney, right, senior vice president of General Dynamics and president of Convair, greets Robert C. Tait, new senior vice president of General Dynamics and president of Stromberg-Carlson Division.

and the divisions of General Dynamics Corporation, it is my great pleasure to welcome the men and women of Stromberg-Carlson into the Dynamics family.

"It is indeed a privilege, we feel, to have associated with us a group whose reputation for quality and integrity matches so well the ideals and achievements of other members of the General Dynamics organization.

"Your skills, your tradition, your products—but principally you as people—will, we are confident, enable General Dynamics Corporation to make even greater contributions than in the past to the economic welfare of the nation and to the defense of the free world.

"Through you, who are now a division of General Dynamics, we look forward to becoming a part of the vigorous and hospitable community of Rochester. We know well the high regard in which Rochester holds the name Stromberg-Carlson. We hope that the Corporate name—General Dynamics—will in time, with your help, share that esteem.

"Speaking for all of us in Montreal, in Groton, in Bayonne, in New York, in Washington, in San Diego, Pomona, Daingerfield and Ft. Worth, we shall do our best to see to it that our relationship will always be productive, profitable and happy."

Stock Clerk's Idea of New Form Brings Him \$190 Convair Award

If you figured a way to get out of work—at least some of it—and got paid \$190 for it, you'd think you had a pretty good thing. Yes?

Well, so does John Arendall, a material department stock clerk at Convair Fort Worth.

His job in stationery stores requires—among other things—that he keep track of all kinds of paper supplies.

In the past this meant filling out tickets and forms—seven to be exact—to make sure Convair kept on hand the right amount of each item at all times. But filling out all the forms meant a lot of duplications and a good chance for error in copying the numbers over and over again.

Some of the tickets were placed on shelves near the items described. The forms were sent to buyers in purchasing so they'd know when to reorder. Each ticket and each form had a purpose. But Arendall thought one form could do the job just as well.

Convair Brass Joins In AF Dedication

Convair President Joseph T. McNarney and Vice Presidents T. G. Lanphier Jr., and August C. Esenwein were on hand for special dedication ceremonies for the new Air Force Academy. The July 11 observance was held at Lowry Air Force Base, Denver, Colo.

That's what Arendall suggested. He drew up a trial form and sent it in as an Employee Suggestion. The Employee Suggestion section of industrial engineering department thought it a good idea. So did material department. The idea was adopted.

The new four-by-five triplicate form has "built in" carbon and a place to check or write in all necessary information. It's handy and neat—easy to fill out. And a lot easier to use.

Outcome for Arendall was less work—easier work—and \$190 in the bank from Convair's Employee Suggestion program.

Two "promotions" developed for Col. C. (Doc) Savage on the eve of his departure from Convair Fort Worth, July 6.

In a humorous ceremony the Fort Worth Downtown Lions Club commissioned him "Generalissimo" and gave him sheepskin credentials to prove it.

At the same time, the native Alabamian was commissioned a "brigadier general of the Confederate Air Force." This was presented by W. T. Alvis on behalf of Savage's friends at Convair.

Earlier, Manager August C. Esenwein had given Savage a 33-page brochure entitled "This Is



TWO DAYS LATER—Ferry crew reverses procedure as they prepare to fly away a modernized B-36. Here they line up for inspection before takeoff.

Second Phase of Improved Steam Lines For SD Nearly Completed

The second phase of a \$450,000 program to modernize the steam system at Convair San Diego's Plant 1 was about 90 per cent completed this week.

Initial step in the three-phase program included installation of

Two Sons and Mother All Win Honors

It was a big month in the family of Henry Growald of Convair Fort Worth.

The oldest Growald son, Martin Chandler, won his master's degree in architecture at Harvard.

Mrs. Growald, at the same time, successfully completed study in interior decorating at Texas Christian University.

The youngest son—Richard—took journalism honors in the annual Sigma Delta Chi journalism fraternity (Fort Worth chapter) competition for a news article he wrote in 1954 when a reporter on the Fort Worth Press.

Lankford Elected By Fire Association

Mason Lankford, process control department employee at Convair Fort Worth, was elected third vice president of the State Fireman's and Fire Marshal's Association of Texas in Dallas last month. Lankford is Tarrant County fire marshal. Approximately 1,300 attended the three-day convention in Dallas.

'Doc' Savage 'Promoted' Twice

Your Life." It is a humorous takeoff on the TV show of the same name, and reviews some of the highlights of Savage's life—especially the almost five years he spent as AF representative at Convair Fort Worth.

In the more serious foreword, Esenwein said: "We don't vouch for the accuracy of some of the items. But we do vouch for the fact that you are one of the best plant representatives in the whole United States Air Force."

Savage left Convair Fort Worth for a new assignment in the Air War College at Maxwell, Ala. He was succeeded by Lt. Col. Leonard J. Hutton.

Air Force and Navy Groups Coming to Convair A-Visiting

Three groups of Air Force and Navy personnel were getting an inside look at Convair Fort Worth this month.

Yesterday, July 12, a group of 200 officers and cadets of the Air Force ROTC from Kelly AFB were slated to tour the reservation.

They represent 28 southern colleges and universities. The students are on a four week training period as part of their college ROTC program.

Scheduled for a tour on July 18 is a group of 40 students and faculty members of the senior observer technical specialist course from Mather AFB, Calif.

Members of the tour are specialists in navigation, bombing, electronics and aerial engineering.

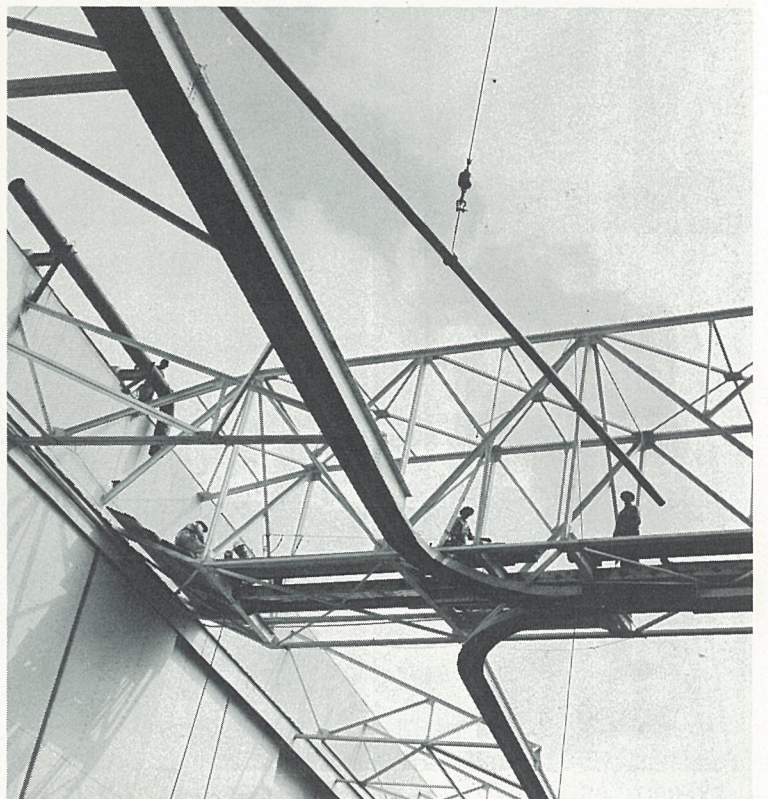
On July 20, approximately 30 members of the Naval Air Test Center, Patuxent, Md., will visit.

Two Convair Sons Commissioned in AF

Two sons of J. J. Minton, administrator in Convair Fort Worth's long range planning department, were commissioned in the Air Force last month. They are 2nd Lt. Joseph J. Minton Jr., and 2nd Lt. G. V. Morton Minton.

The former recently won Southern Methodist University's Distinguished Military Student Award. He has entered flight training at Lackland Air Force Base, San Antonio.

His brother will continue studies at the University of Texas for a law degree under the jurisdiction of the Air Institute Technology. He is a member of the Air Force Reserve.



OVERHEAD PIPE—Crews have been spending a good deal of time aloft at Convair SD recently, installing new pipelines which will carry steam service throughout Plant 1 from steam boilers in Bldg. 9. Crane here is raising a section to top of Bldg. 2.

Tommy's Tribute to His Daddy Carries a Potent Punch Line

(For picture, see page 5)

One short sentence won for Charles A. Keis, Convair Fort Worth man, the title of "Southwestern Navy Father of the Year."

The sentence was entered by his son Tommy, 7, in a Fathers Day contest at the Dallas Naval Air Station. Tommy's tribute won over 250 other entries. It was:

"I think my Dad is the greatest Dad in the world because he always gives me and my brother Rickie a second chance."

The award came as a surprise to the material department welder.

"Tommy said one day that

he'd entered some sort of a contest, but I'd forgotten about it. When Capt. David Suey, station commander, called to tell me Tommy won—I didn't know what he was talking about at first!"

From Tommy, Keis got the whole story. Tommy had read about the contest and decided he wanted to enter.

"He knew what he wanted to say, but he didn't know exactly how to go about it," Keis explained. "So his mother helped him spell it out."

Keis, a shipfitter in the Navy in World War II, received a scale model of an aircraft carrier. Tommy and Rickie won ship model kits.

It's an All Convair Cast For Film Explaining United Fund Role at FW

(For picture, see page 5)

A "typical" Fort Worth family—all Convair Fort Worth people—will help tell United Fund's story to thousands this year when UF stages its annual fund-raising drive.

The family was chosen to represent a typical family group. M. H. Holloway, Dept. 2-5, and his wife, Carol, play the roles of the parents.

Cast as their children are Terry Lee Turner, nine year old daughter of L. L. Turner, special assistant to the FW manager; Chuck Morris, 13 year old son of Everett Morris of engineering; and Debbie Holloway, five and a half year old daughter of the Holloways.

The movie is being filmed in Fort Worth at various United Fund agencies and in the Holloway home.

The story tells how United Fund could benefit a typical

family through its 43 agencies.

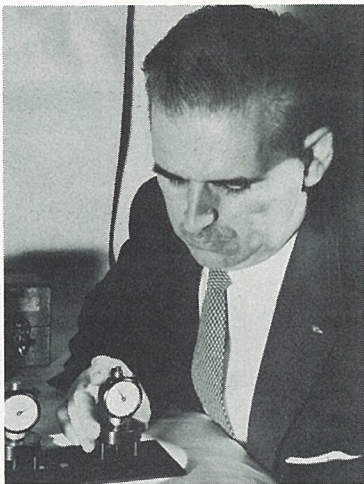
Convair Fort Worth is one of UF's largest contributors. Last year through Con-Trib-Club, Inc., employees gave \$167,000 to Fort Worth charitable, civic and education agencies.

Convair Contributes \$3,000 for Hospital

Convair last month presented the Pomona Valley Community Hospital with a check for \$3,000.

The check, a corporation gift, was tendered to B. J. Caldwell, hospital administrator, by Charles F. Horne, Convair Pomona manager. Also present was H. M. Wagner, special assistant to the division manager.

The gift was the fourth the company has made to the hospital building fund since 1952, bringing total Convair contributions to \$23,000.



FINE LINE—Hedden demonstrates scratch depth gage in which tiny needle shows how deeply material has been marred, registering results on dial.

Because He's Lazy . . .

Service Engineer's Active Mind Produces Series of Inventions

Bill Hedden is the first to admit that he's one of the "laziest" men at Convair Fort Worth.

And because he is, Hedden, a senior service engineer, spends most of his spare time working hard to find better—and easier—ways of doing things.

That he's had better than average success is evident from a number of devices, procedures and tools he's developed. Much of the development work was done in his well equipped home work shop at Riverside.

"When you come up with an idea that does a job better," he says, "you almost always find that it's also easier. Or maybe

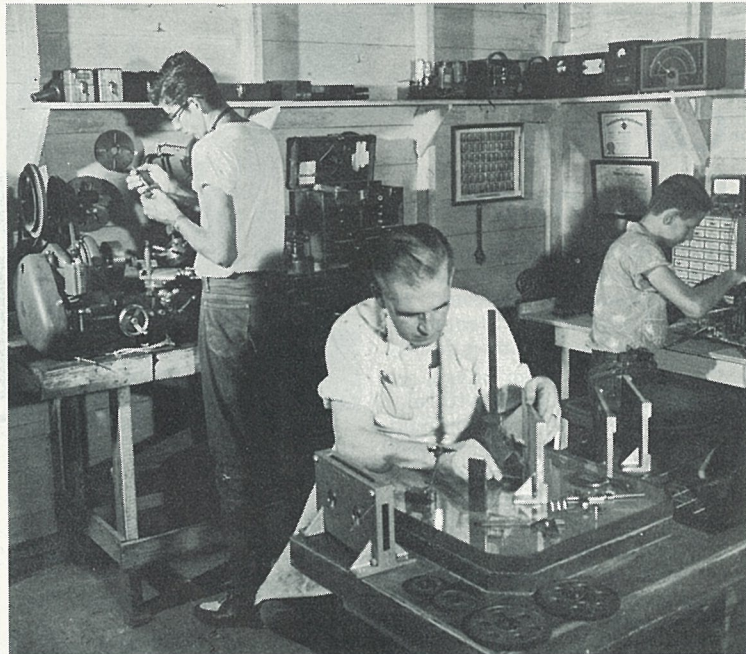
something that you couldn't do at all before. . . ."

One example is a gage which Hedden developed to measure the depth of scratches on—say—a piece of aluminum destined to be part of an aircraft skin.

"We always knew," he said, "that if the scratch wasn't too deep, we could salvage the skin. But we didn't have a quick and easy way of figuring out how deep the scratches were."

Hedden's scratch depth gage does the trick.

He perfected a tiny device that is placed over the scratch. A fine pointed needle at the base of the gage gives the depth of the scratch on a dial with readings to the nearest five thousandths of an inch.



WORK SHOP—This is work shop at home of Convair FW's Bill Hedden where he has worked kinks out of many inventions. At left is son Jim at turret lathe and at right Bill, Jr., works one of father's pet projects, an automatic harness analyzer.

"A gage like this—or something that does the same thing—is virtually a must in aircraft production," says Hedden. "Because you can't use the skins if the scratches are too deep—and if you don't know how deep they are you may be discarding skins that would work perfectly well."

The scratch depth gage is only one of Hedden's many ideas.

Others are an automatic harness testing machine, an automatic soldering iron control, a fuel mixture throttle position indicator, a waste gate position indicator, two different methods for propeller pitch position indicators, a deep throated thickness gage, a piston position indicator, a method of receiving color TV, a circuit and controls analyzer, an automatic circuit analyzer, and an automatic harness analyzer.

How does an inventor go about inventing?

"Well, you don't just sit down and say, 'I'm going to invent something,'" said Hedden. "Usually it starts with an idea—because you've seen something being done the hard way. 'You think—there must be an easier way to get the job done.' It might take a long time to reason out a way to do the job better."

"Then all of a sudden it hits you. And you wonder why you didn't think of it before."

This is only half the work. The rest is to find a way to make the invention work. To do this, Hedden has an elaborate workshop set up in his home in Riverside. It has all types of precision measuring equipment and electronic devices.

There's just one problem Hedden hasn't been able to work out though—complete originality.

"It seems no matter what you think of—someone else has thought of it before," he said. "The consolation is—maybe your idea is a little bit better."

Convair Entries Capture Ribbons For Excellence at County Fair

Convair SD employees took blue ribbons for everything from coffee cakes to Fiberglas models during the 16th annual Southern California Exposition which closed July 4 at Del Mar.

First place awards were made to Walt Hardy (Dept. 28) and

Ogle's prize-winning exhibit centered around a 75-inch Fiberglas model of the Convair F-102 with a 58-inch wingspan. While only the airframe was entered in the exhibit, the unique model will be completed in the near future as a radio controlled flying model powered by a dyna jet engine.

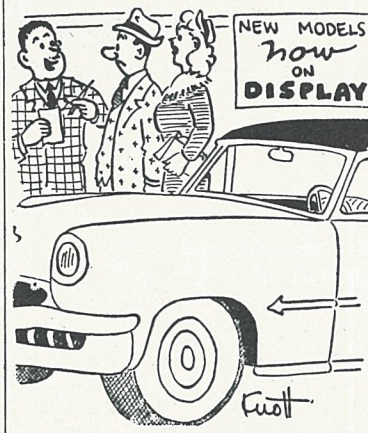
JET PROTECTION

The model contains many of the characteristics of its Air Force counterpart including a remarkable insulation shroud made of sheet asbestos, aluminum foil and sheet aluminum to protect the airframe from the heat generated by the jet engine.

Completed, Ogle expects his F-102 to weigh about 25 pounds and to be capable of speeds between 50 and 60 miles per hour.

His project took about six months to complete and called for about 600 pounds of plaster in assembling molds for the fuselage and wings which are only one-sixteenth of an inch in thickness. However, Ogle can now turn out replacement parts in a matter of minutes by using the molds.

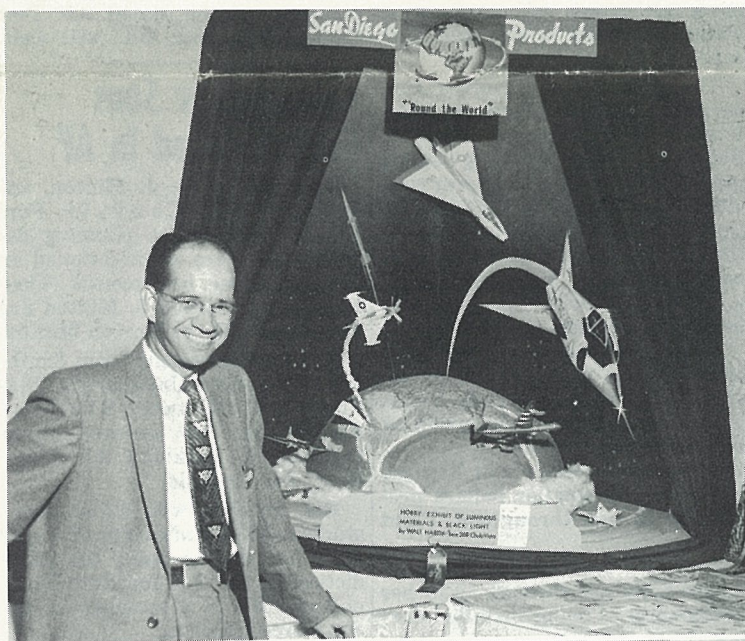
Ogle believes his will be the first jet-powered Fiberglas model ever to fly with radio controls.



"According to my calculation, your car will cover the down payment on the spare tire."

Maj. Fleet Honored As Aviation Pioneer

Major Reuben H. Fleet (USA, ret.), founder of Consolidated Aircraft (which later became Convair), was honored last month at the Fifth International Aeronautical Conference in Los Angeles. The pioneer aircraft manufacturer was cited for his many contributions to aviation.



EXHIBITORS—Walt Hardy, Dept. 28, top photo, and Charles Ogle, Dept. 215, both of SD, pose by their prize winning exhibits at Del Mar where Southern California Exposition was held. Both entries had Convair themes. One was a globe, made from B-36 blister, featuring Convair aircraft; other was a model of F-102.

Scotland Calls Convair Veteran

(For picture, see page 5)

Old friends, relatives and boyhood haunts he hasn't seen for over 30 years were occupying John Strachan (Dept. 60) of Convair SD this week on a vacation trip to his native Scotland.

Strachan was in his early 20s when he left Grenock, Scotland, to join a brother in Buffalo, N. Y. Some five years later he joined Consolidated Aircraft Co. and made the move when the company transferred to San Diego.

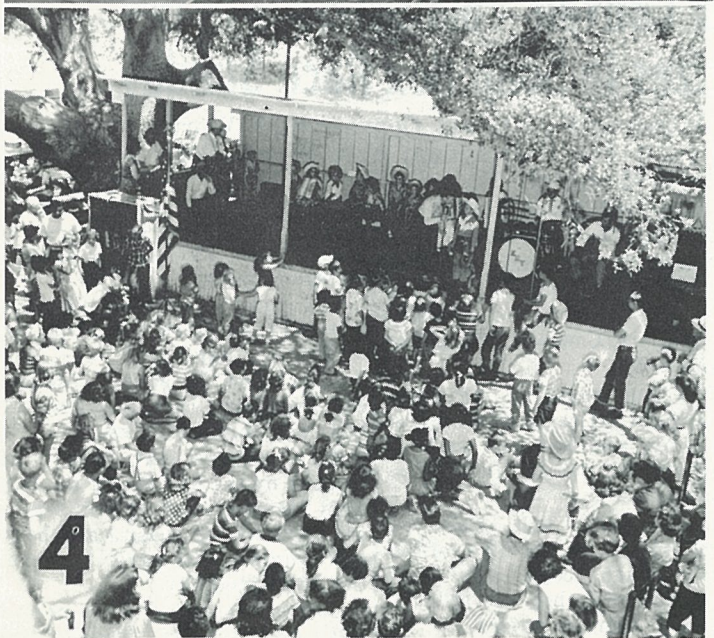
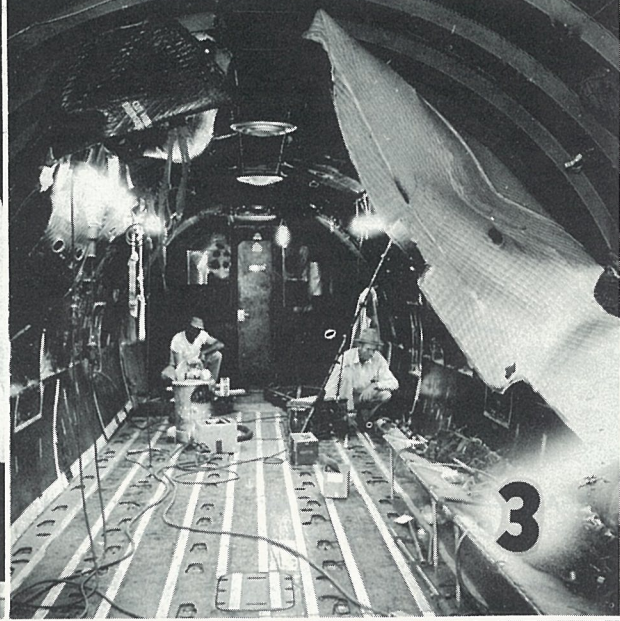
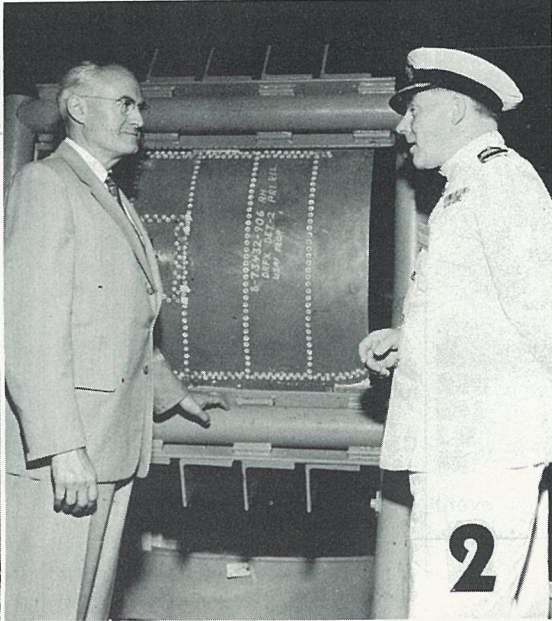
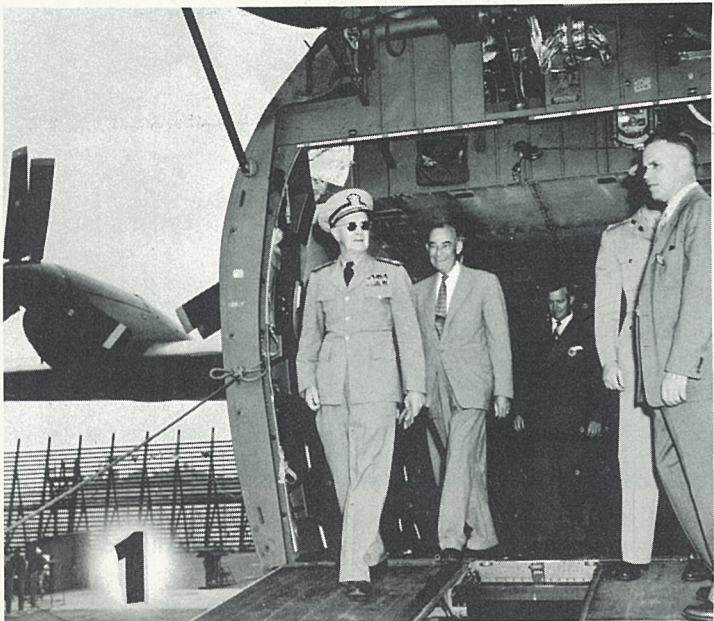
Strachan's mother and sister still live in Grenock and while both have visited Strachan in San Diego, this is his first return to Scotland.

Plant 2 friends staged a farewell party for Strachan at Lindbergh Field prior to his departure by air and as a gag presented him with a coonskin cap for his journey.

Mrs. Strachan, who remained behind, reported late last week that she talked with her husband via radio telephone shortly after his arrival in his old home town.

"He was as happy as a child with a new bicycle," she said.

Night Shift Movies, Visiting Braid, C-54 Job, Highlight Picture News



No. 1. Adm. Robert B. Carney, Chief of Naval Operations, inspects R3Y bow loader during visit to San Diego. With him are Gen. Joseph T. McNarney, Convair president; Jerry Torrance, R3Y project engineer; R. C. Sebold, Convair vice president-engineering.

No. 2. Adm. L. B. Richardson, General Dynamics senior vice president and a former president of Institute of Aeronautical Sciences, chats with British Naval officer at Convair SD during recent visit of delegates who had been attending joint meeting of IAS and Royal Aeronautical Society at Los Angeles. They made field trip to San Diego.

No. 3. Conversion of C-54s into air rescue craft gets going at Fort Worth. Fred Austen and C. L. Hall of Dept. 65 are rewiring cabin. Fabric must be torn out to gain access to circuits.

No. 4. This was scene when hundreds from Plant 2 fabrication departments at San Diego held picnic at El Monte Park.

No. 5. Night shift movies are attracting 500 "customers" regularly at SD's Plant 2, Bldg. 2 where half-hour films are shown during lunch break. They are shown Tuesdays and Thursdays, with supervision operating the equipment.

No. 6. J. P. Strachan of SD Dept. 60, a Convair veteran from Buffalo days, gets sendoff before he left on vacation trip to his native Scotland. It is first trip back since he was a boy.

No. 7. Convair FW's Charles A. Keis with family. Son Tommy's touching tribute won father title of "Southwestern Navy Father of Year." Story on page 4.

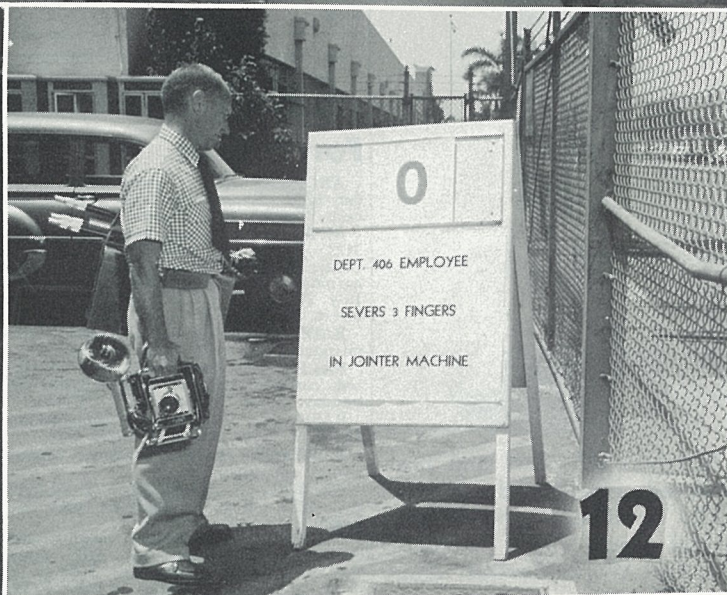
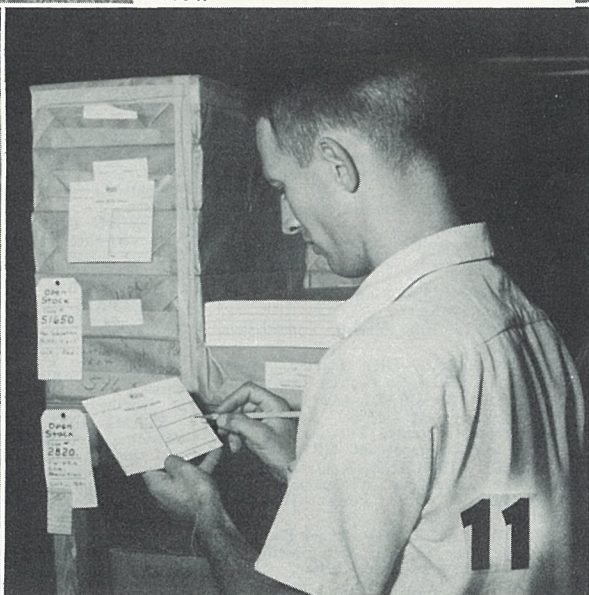
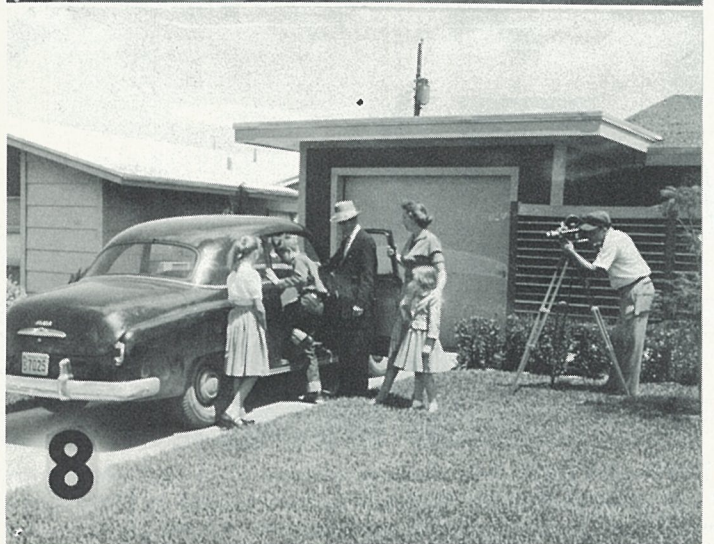
No. 8. Representing "typical American family" for United Fund movie are M. H. Holloway, wife Carol and daughter Debbie, with Terry Lee Turner, daughter of L. L. Turner, and Chuck Morris, son of Everett Morris, all of Convair FW. Color film deals with benefits from United Fund.

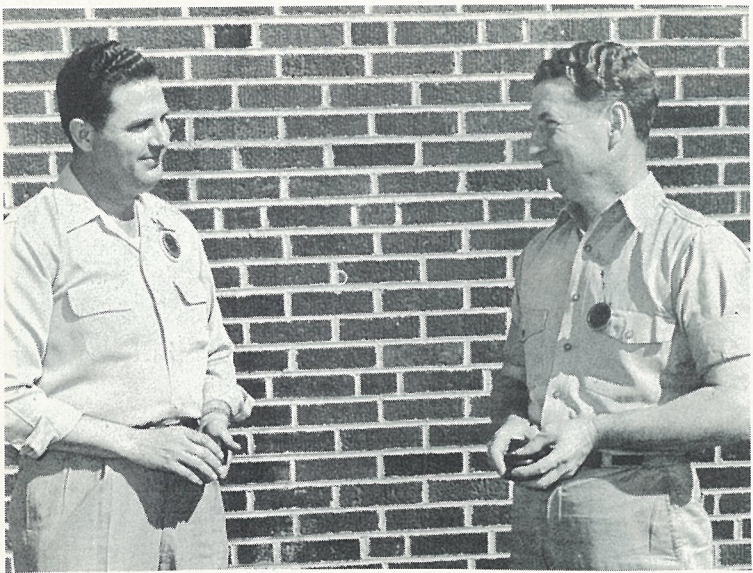
No. 9. Supt. John Hopman got a surprise and a plaque at SD recently. Long associated with T-29 project, which is nearing a close, Hopman's plaque carries inscription: "Excellent leadership of an outstanding group." He is shown with members of T-29 supervision.

No. 10. Les Cozzens of SD Dept. 6, shown as he appears this week in Star-Light Opera role with Marilyn Wickstrom and Jeannine Fetterolf in "Wonderful Town." He also will have tenor lead in "Brigadoon."

No. 11. Typical of the scores within Convair who regularly create windfalls for themselves is John Arendall of FW material. His idea for a simpler form, submitted as an Employee Suggestion, came back with a \$190 award!

No. 12. SD Photographer Dan Otto looks over the safety "headlines" at San Diego. Board carries number of days plant has operated without disabling accident, but when there is an accident it flips back to zero and "headlines" carry explanation. Highest total posted so far is 59 days, reached during a period in 1954.





READY—Wesley Gowins, left, talks over coming washer event with G. W. Dickey. They'll vie for plant championship on July 16.

Gowins Set for Rough Match With Dickey in Washer Meet

Wesley Gowins, current Convair Fort Worth washer pitching champion, will defend his title this weekend in what promises to be a "hot" match.

Gowins will pitch against G. W. Dickey, veteran pitcher who won the last singles tourney with 159 points out of a possible 168. Gowins racked up 154 points in the match.

"Competition will really be close," said Hugh Pennington,

washer commissioner, "so it should be a good match."

The Gowins-Dickey match will be a special event in the annual summer tourney to be held at 1:30 p. m. July 16 at the CRA Center.

According to Pennington, the contests will be staged on a "pitch till you lose" basis.

Pitchers are urged to be at the center before 1:30 p. m. for registration.

Merchandise prizes will be awarded winners.

"We've got a good time planned," said Pennington. "Bring the family and come on out and watch the events."

All washer pitchers and all Convair employees interested in the activity are invited to attend.

Foiled Fisherman Tells Fishy Fable

Dave Denton, of Convair Fort Worth's general accounting department, has one of the season's most unusual "fish stories."

He came home last week with a nice mess of fish. He was really ready for a big fish dinner.

But Denton thought he'd better keep the fish nice and fresh while he discussed the matter with his wife. So he put the fish in a bucket beneath running water.

It was a good thing too!

Wife said thumbs down on fish dinner. The finny friends were too nice to catch—much less eat.

(Mrs. Denton raises tropical fish and "after all, it's all in the same family.")

So back the catch went—to Benbrook Lake. Denton's sure they must be a little wiser.

He KNOWS he is. He had hamburger for dinner.

Skating Called Off For Summer Season

Ice skating at Will Rogers Coliseum has been cancelled until this fall, Glen Carter, CRA ice skating commissioner, announced this week.



RUNNER-UP—Pert and pretty Beverly Firestone, daughter of E. R. Firestone, Dept. 30, was second place winner in recent Miss Fort Worth Contest. Photo by Tri-Photos.

CRA Drama Group Gets Ready for Next Season

Although CRA's Wing and Masque players aren't producing plays this summer, there's plenty of work going on behind the scenes.

According to Stan Brown, drama commissioner, the group is busy laying plans for next season.

Directors have been named, although plays have not been definitely selected.

Jack Forney, Jerry Ratliff, Clyde Shrell and Brown will direct the 1955-56 season plays.

Slated for production this year is Shrell's original comedy. Several years "in the making," Shrell hopes to be able to produce it this season.

Other plans are under way for a special event to be staged by the club in March—during International Theatre Month. Further details will be announced later.

"But all the work isn't just 'brain work'," said Brown. "We've been doing a lot of work on the playhouse—redecorating and repairing. Really getting it in top shape for the season."

"We could use some help too. There's always something to do."

Wing and Masque players are also giving an assist to Horned Frog Little Theatre Community plays being given each week at TCU's Little Theatre.

Barbara Brown, 16-year old daughter of Stan Brown, is an assistant director to Dr. James Costy for "My Three Angels". The play opens July 21 and runs the 22, 23, 28, 29 and 30.

Convair employees interested in little theatre work are urged to watch for later announcements for tryouts to be held early in August for Wing and Masque's opening play.

Fun Programs Dot Stamp Schedule

A summer of fun for CRA stamp club members was promised this month by J. D. White, commissioner.

Heading the list of special summer activities is a meeting July 19 at the CRA Center which will feature a mixture picking party.

At this meeting, White will give details on a summer attendance contest with a prize to be awarded later.

"We've lined up a series of auction and mixtures programs," said White. "We hope Convair stamp collectors will meet with us to join the fun."

Also slated for programs are a film, "Stagecoach to the Stars" on August 2; general auction night on August 16; short auction and bingo on September 6; and a mixture picking party on September 20.

White invited all Convair employees or members of their families interested in stamp collecting to meet with the group at 7:45 p. m. on Tuesdays. There are no fees or dues for membership.

Hoel Snatches Two Top Prizes

Art Hoel, of engineering illustrations, ran away with the honors in CRA camera activity's best print and slide contests.

For the first time in the group's history, one photographer took both best slide and best print honors.

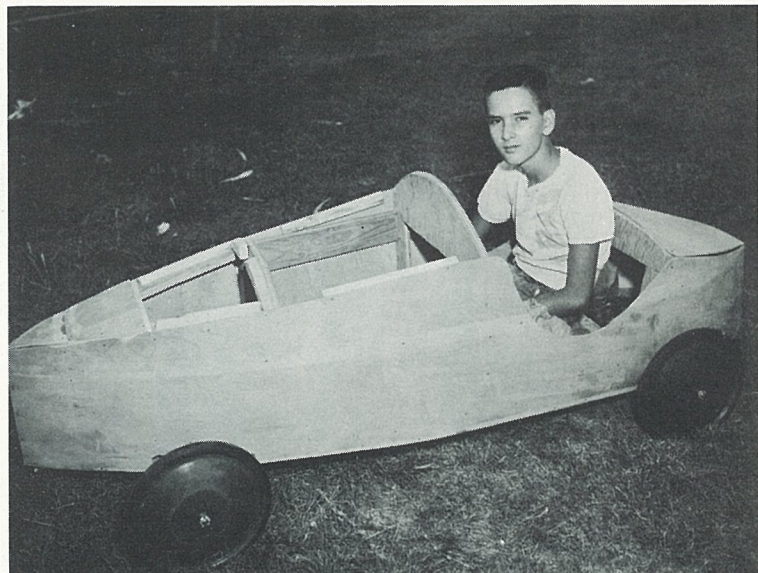
Prints were judged by Joe Kennedy of Tulsa and slides by Mrs. Elizabeth Haas of Philadelphia.

Second and third place color slide honors were won by Vic Davis. Jim Hendry took second in black and white and George Lockhart was third.

A. M. Morrison was named photographer of the year. Morrison won his title by racking up the most points in contest competition throughout the year.

At the July 25 meeting, entries in the CRA portrait contest will be judged, according to Stephen Cook, commissioner.

All Convair camera fans are invited to meet with the group at 7:30 p. m. July 25 at the CRA Center.



TESTING—Tommy Dean Morton, son of G. D. Morton, of development, tries out soap box car for size. He'll race in Fort Worth trials July 17 in front of Coliseum.

Six Convair Youngsters Will Get Prizes in Soap Box Race Sunday

Prizes will go to six Convair Fort Worth youngsters racing in the 10th annual Fort Worth Soap Box Derby to be held on July 17.

Original plans called for an inspection on July 16 at Will Rogers Coliseum.

"We've decided now," said Bill Parrish, recreation committee chairman, "to give the prizes to the top six Convair youngsters in the race."

"But they must be registered in the CRA office. And of course their cars will have to meet all specifications set up in the national rules."

Registrations will close at noon, July 15, in the CRA office. Even though boys may have other sponsors, they are still eligible for Convair prizes.

The boys will be awarded prizes according to their racing time in the event.

Inspection will be held at 1 p. m. July 16 at Will Rogers Coliseum. Cars will be kept overnight for the race on Sunday.

Winner of the Fort Worth race will receive an all-expense paid trip to Akron, O., where the national event will be staged. Winners of the national event vie for such top prizes as college

scholarships, TV sets and motion picture cameras.

The race is open to all boys who will be 11-15 years old on or before August 14.

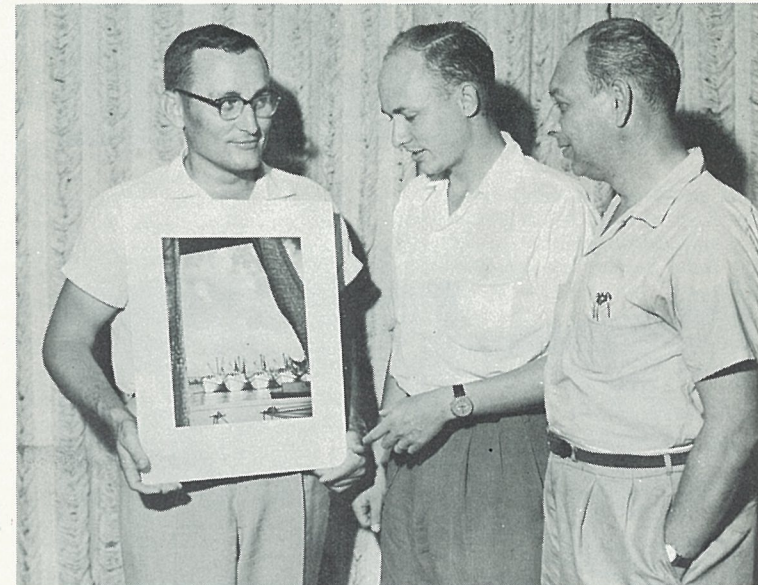
Boys must be school students and must build their own cars. A boy may enter only one car.

Rules require that work must be done by the boy racing the car. This includes making the separate parts of the chassis and body and joining the parts to form the completed car.

Cost of the car is not to exceed \$10, exclusive of wheels and axles. Only ready-made parts eligible to be used are official Soap Box Derby wheels, tires, bearing and axle rods.

"We know it's going to be a fine race," said Parrish. "They'll have some really good cars out there. We hope Convair has a winner."

The local races are sponsored by the Fort Worth Press, the Cosmopolitan Club and two automobile dealers.



TOPS—Art Hoel, left, displays winning black and white entry that won print of the year honors in camera contest as Steve Cook, commissioner, in center, and Dutch Morrison, named photographer of the year, examine print. Hoel also had best slide.

CRA Activities

Fort Worth

ARCHERY—H. L. Lucas, commissioner, ext. 6210. Range open from 6 to 10 p. m. each Tuesday to everyone.

ART—E. D. Weimer, commissioner, ext. 3123. 7 to 9:30 p. m. Fort Worth Art Center Studio. July 14, Oil painting, color harmony and contrast drawing from life. July 21, under painting and picture interest. Still life drawing.

BADMINTON—Kenneth Browne, commissioner, ext. 2131. Season closed.

BALLROOM DANCING—I. M. Pemberton, commissioner, ext. 3121. Classes each Sunday, 2 and 4:15 p. m., CRA Center.

BASEBALL—Jack Brittain, commissioner, LO-2959. City play now under way.

BOWLING—H. G. Starkey, commissioner, ext. 6290.

BRIDGE—Glen Stogsdill, commissioner, ext. 4225. Regular duplicate play each Friday.

CAMERA—Stephen Cook, commissioner, ext. 2122. Bob Bogen, ext. 4180, second shift co-ordinator. Meetings 7:30 p. m. every second and fourth Monday, CRA Center.

CHECKERS, CHESS, DOMINOES—J. E. Pair, commissioner, ext. 4283.

DRAMA—E. S. Brown, commissioner, ext. 5242.

FISHING—Bill Parrish, commissioner, ext. 5296.

GOLF—Lawrence Armstrong, commissioner, ext. 2273. July 16, Sweepstakes, Meadowbrook.

HORSESHOES—Finn Wahl, commissioner, ext. 3132.

HUNTING—Bill Parrish, commissioner, ext. 5296.

ICE SKATING—Glen Carter, commissioner, ext. 3207. No skating this summer.

JUNIOR BASEBALL—A. K. Lawley, commissioner, ext. 4293. Season open.

Games each Monday, Tuesday, Thursday, Friday and Saturday at CRA Diamond.

MODEL AIRPLANE—R. J. Heist, commissioner, ext. 4280. 2:30 p. m. July 17, 1/2 A. Jalopy Race, Forest Park. No meeting July 18.

MODEL RAILROAD—Roger Bock, commissioner, ext. 7107. Regular meeting every Monday, 7:30 p. m. CRA Center.

MOVIES—Miscellaneous movies each Monday during lunch period at 50-foot aisle.

RADIO—Larry Brandvig, commissioner, ext. 5179. Regular radio night, July 13, 20, 27, CRA Center.

RIDING—Guy Lewis, commissioner, ext. 6266.

ROPING—Guy Lewis, commissioner, ext. 6266. Roping club 7 p. m. each Tuesday.

Cutting horse club 7 p. m. each Wednesday. Barrel race club 7 p. m. each Friday.

Rodeo 8 p. m. each Saturday.

SOFTBALL—Jack Brittain, commissioner, LO-2959. Season play under way.

SQUARE DANCING—Ross Carney, commissioner, ext. 3155. Instructions and dancing for beginners 7 to 8 p. m. and advanced classes 8 to 10 p. m. each Monday at Northside Recreation Building.

STAMP AND COIN—J. D. White, commissioner, ext. 2250. Regular meetings first and third Tuesdays each month. July 19, Mixture Pickin' Party (stamp club).

TABLE TENNIS—John Rangel, commissioner, ext. 5141. 7:30 p. m. July 15, 22, Central YMCA. July 26, CRA Center.

TENNIS—Walter Bradley, commissioner, ext. 7203. Regular tennis play 7 to 9 p. m. each Tuesday and Thursday, Forest Park Courts. Plant-wide Tourney begins July 16.

Join the Fun!

VOLLEYBALL—H. L. Shaw, commissioner, ext. 5141.

WASHER PITCHING—Hugh Pennington, commissioner, ext. 2196. Summer tourney 1:30 p. m. July 16, CRA Center.

WEIGHT LIFTING—I. B. Hale, commissioner, ext. 5267. Weight lifting for first shift 4 to 7 p. m. Tuesday, Thursday and Saturday at CRA Center; for second and third shift 8 a. m. to noon, Monday, Wednesday and Friday.

CRA RANCH—PE-0054.

Daingerfield

BOWLING—L. R. Latch, Dept. 1.

DOMINOES, CHECKERS and BRIDGE—J. A. Wolfe, Dept. 1.

HORSESHOES—P. G. Wells, Dept. 1.

HUNTING AND FISHING—P. P. Steger, ext. 414.

MODEL AIRPLANES—W. A. Reed, Jr., Dept. 2.

RIFLE AND PISTOL—E. C. Frye, Dept. 6.

SOFTBALL—R. B. Lawrence, Dept. 1.

WASHERS—W. S. Talk, Dept. 2.

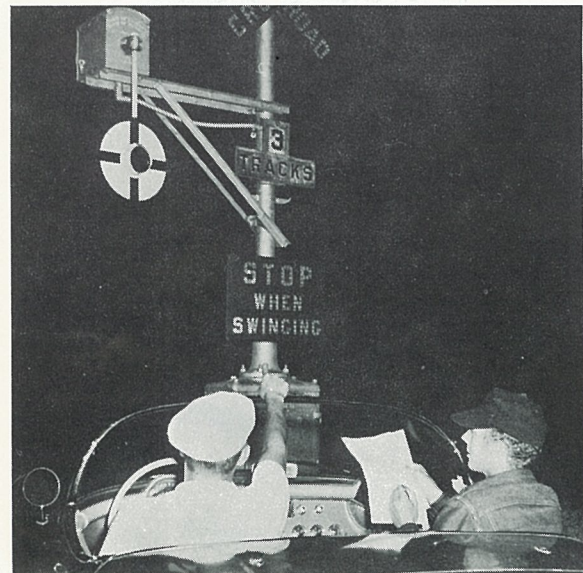
'Little Car' Owners in Club Play Games in Low-Slung Jobs with High Powered Engines



BEFORE—Lined up before recent Fort Worth Sports Car Club rally are these Convair employees. Left to right are: Lou Lyte, Leslie and Bruce Norman, Jack and Helen Ocheltree, John Considine, Doug Coleman, Ralph Snow and Tom Anderson. They've got a job ahead as many soon found out during the rally.



Considine in his MG watches the seconds while rally planner Jim Hodges gets ready to hand 20 questions to him. Drivers must answer questions in time period. It takes careful plotting, as Doc Witchell and navigator Frank Kleinwechter show here. They're planning course to save precious miles and time.



EN ROUTE—To answer one of the questions, drivers had to go to Crowley. Here drivers of Corvette find there are three tracks at Crowley crossing. Seconds later they zoomed on way to get more answers. But soon they all meet as Virginia



and Dick Lederer do here. And right on time too! But Witchell and Kleinwechter proved to be the winners—again. They answered the most questions in the time limit. This is just one of many sports car club events. Photos by Jim House.



Sports

Netsters Ready for Stiff Play As Plant-Wide Tourney Nears

CRA netsters will open their plant-wide tennis tourney this weekend—July 16—with plenty of rugged competition in store.

Play will be staged throughout the week on the Forest Park Courts.

According to Walter Bradley, CRA tennis commissioner, play will be held in men's singles and doubles, mixed doubles, and women's singles and doubles.

Frank Caldarola will be on hand to defend his championship, but will be up against some new competition from John Baker, former professional and city title holder, and Gene St. John.

Men's doubles play promises to be a stiff fight with the Baker-

Bradley duo against Caldarola and Sidney Marks.

Entries are being taken in the CRA office, ext. 5141.

"We'd like to see a flock of entries," said Bradley. "We've got some good players and would like to see plenty of competition."

All Convair employees are invited to participate in the tournament.

Further details are available from the CRA office, or Bradley at ext. 5115.

Sweepstakes Is Saturday

CRA golfers will have their last chance this weekend to establish a handicap for the plant-wide tourney in August.

Lawrence Armstrong, golf commissioner, announced this week the July sweepstakes will be held on the 16th at Meadowbrook Golf Course.

Time will be optional. Entry fee is \$1 plus green fee.

Entries will be accepted until noon on Friday, July 15. Employees may sign up for the sweepstakes in the CRA office on first shift or the traffic office on the 50-foot aisle on second shift.

Prizes will be awarded to low gross and low net winners.

Employees without established handicaps who want to play in the plant-wide tourney on August 13 will have to play in the July event.

"We'd like as many players as possible to register for the plant-wide tournament," said Armstrong. "Entries will close Aug. 8 to give us enough time to match up players."

Championship and first flight will be medal play and will be staged on four different courses.

Other flights will be match play. Place and time will be determined by the players.

Hustlers in Lead In Softball Play

The Hustlers held their wide-margin lead this week in Convair league softball play with a nine win no loss record. In second place, the Fighters had a 6-3 tally.

In city softball play in Commercial league, the Bombers were tied for second with Magnolia Christian Church with a 5-4 score. They're one win behind top place Sampley's Cleaners.

CRA was in third place in Major City baseball league play with a 5-6 score. They wound up first half play last week.

Snappy Sports Cars Offer Many Convair Folk Variety of Fast Fun

A steady stream of low-slung cars roared through the sleepy town of Crowley, Texas, Saturday night.

The local policeman stopped one.

"I don't know what's goin' on," he said, "but do you reckon you could quiet them cars down? It's an awful lot of racket for us."

Crowley was getting a visit by the Fort Worth Sports Car Club—and many of the drivers are Convair Fort Worth employees.

The good-natured complaint of the policeman wasn't ignored, either. Sportsmanship and respect for the law are characteristics of sports car club members throughout the country.

And members keep that very much in mind when driving their high-powered cars in the city or on the open highway.

"We save our speed for races," said Vaughn Woodward, of contract spares and vice president of the club. "That's the only place to open up any car to see what it will do."

The club stages numerous events to test drivers and driving ability. It may be a rally—or a Ghymkhana—or some other special activity.

The rally is a real test of navigation ability. Members start out with a list of questions. They're not in order. They must be answered in a time limit.

Each question mentions some particular spot in or near Fort Worth. And each driver must go to that spot to get the answer to the question. How well he plots his course—and in what order—largely determines how quickly he gets his answers.

One such rally covered 125 miles. It included such questions as "what movie is playing at the Westerner Drive-In?" "How many railroad tracks are there at the crossing in Crowley?" and "What is the population of Benbrook?"

Almost a steady winner of these rallies is A. S. "Doc" Witchell, of flight department and owner of a Jaguar.

"This business of navigating on a time schedule is old stuff

to Doc," said Lou Lyte, of finishing, another "Jag" owner. "His experience as a B-36 pilot helps out. But we all like to try to win."

Or there's the Ghymkhana. It's a sort of obstacle course—but NOT tried on public streets or highways.

Helen and Jack Ocheltree, both Convair employees, were among the entrants in a recent Ghymkhana. They drove their MG.

"We really had a time," said Helen. "Jack was driving blindfolded and I had to guide him around a course lined with bales of hay—just by telling him which direction to go."

"We were doing fine until one of the last turns. I kept saying 'right' and Jack kept moving left."

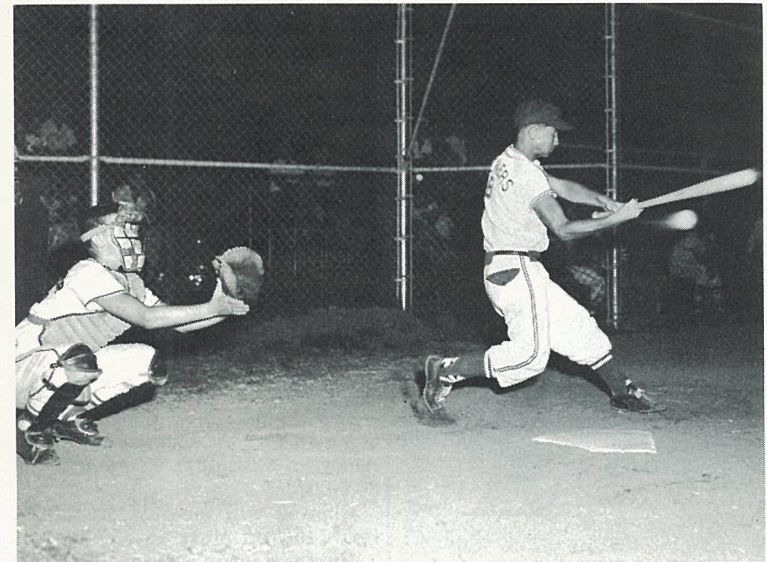
They literally 'hit the hay'.

Racing is probably the most expensive aspect of owning a sports car. The club usually sponsors two races a year. Many of the members compete. Others are flag men or help out with other jobs. The races are held at the Eagle Mountain National Guard track and attract drivers from all over the country.

Some of the Convair members are Tom Anderson, Hal Blackmon, John Considine, Doug Coleman, Steve Cook, Jack Kynard, John Ringo, Roland Schmitt, Jack Shelley, Ralph Snow, Ed Threadgill, Joe Turner, Bates Russell, Dick Lederer, Walter Gladson, Dave Wood, Rita Joerns, wife of Jack Joerns, a regional secretary of the Sports Car Club of America, Witchell, Lyte, and the Ocheltrees.

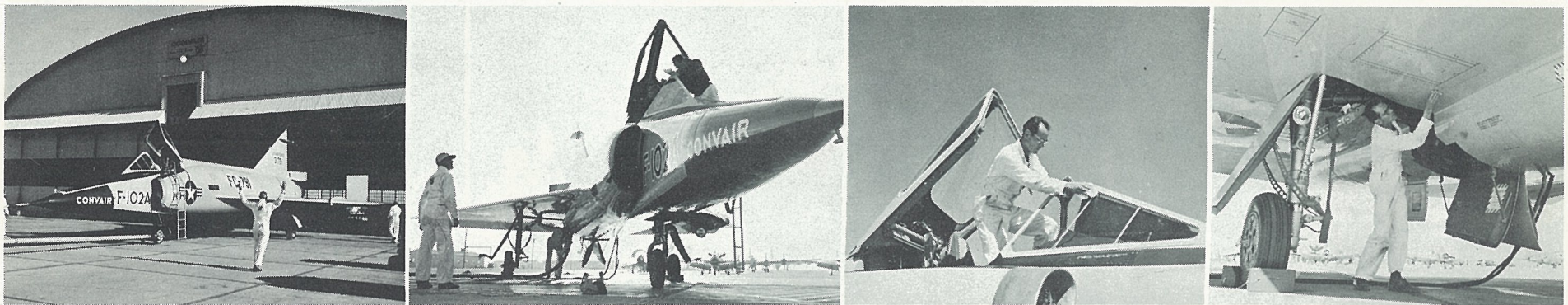
Is it news? Then grab a telephone and call Convairiety:

Ext. 5290



WHAM!!—Lynn Strickland makes contact during fast-moving CRA Teeners game with Birdville Merchants. Teeners won—as usual. They lead league play with no losses.

First Production F-102A Goes For Trial Spin Before AF Acceptance



FIRST HOP—Getting the F-102A ready to fly is a little more complicated than starting up the family car. At left plane leaves hangar at Edwards AFB. while in next picture crew has hooked up temporary power lines. At right Bob Whited takes pains to clean windshield and rub off a smudge of oil.

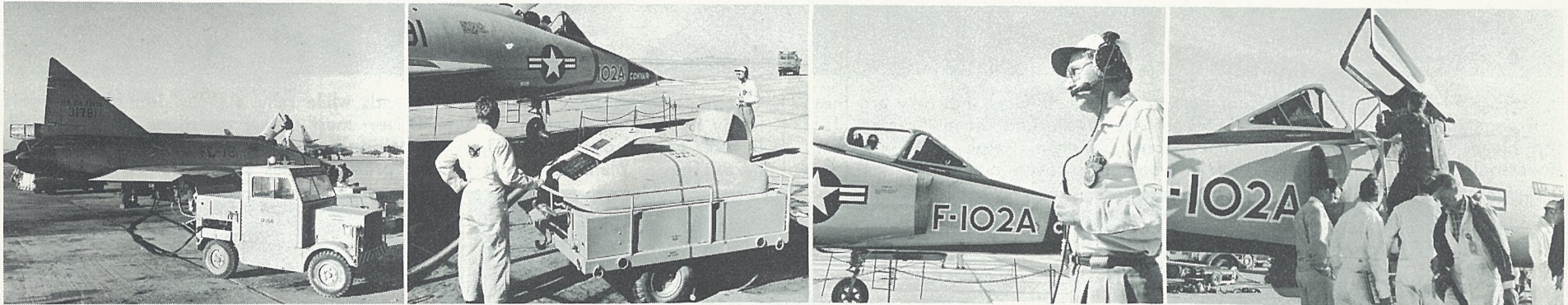
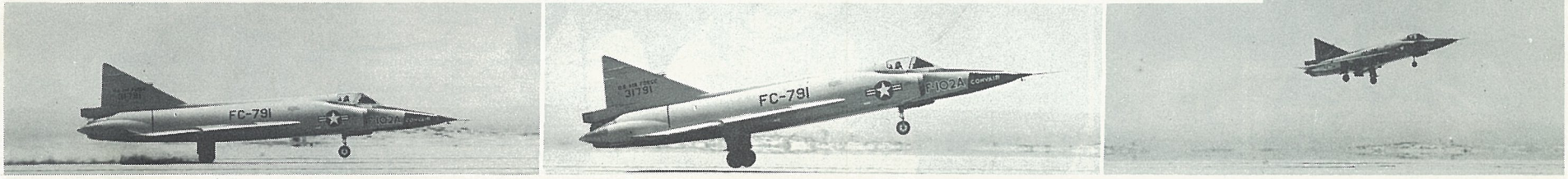


Photo at left shows plane hooked up to portable power supply which is used until engine is started and plane generates own. Next picture shows ground starter hooked up to plane. At right A. E. Oehler of SD experimental, on loan to Edwards, stands by during engine runs. At far right pilot climbs aboard. Next step is taxi run preparatory to takeoff.

Up, up and away. F-102A lifts nose and heads for yonder, as Air Force chase plane takes up position. First production F-102A was accepted by Air Force recently at Edwards; and last week the second production ship took the air route from San Diego.



Change Proposed in Constitution Of Convair FW Management Club

Convair Fort Worth Management Club members will vote on proposed changes in the club's constitution at a meeting July 30 at Ridglea Country Club. Copies of the constitution with proposed changes have been sent to members. To round out the program, West Harrison, billed as the "Sound Man," will present his act. Using only his hands and mouth, Harrison will give his

Crash Fires in Jets Subject for Talk At Institute Meet

Convair Fort Worth members of the Texas Section of the Institute of the Aeronautical Sciences will hear a talk tonight, July 13, by I. Irving Pinkel on "Crash Fires in Jet Aircraft." Pinkel is associate chief of the physics division of the National Advisory Committee for Aeronautics, Lewis Flight Propulsion Laboratory, Cleveland, Ohio. He will describe the most recent jet airplane phase of the NACA's crash fire work. Colored movies and slides will be shown. All IAS members and guests are invited to the meeting at 8 p.m. in the Engineering Auditorium at Arlington State College.

Secy. Thomas to Talk At Seawolf Launching

Secretary of the Navy Charles S. Thomas will be the main speaker when Electric Boat Division of General Dynamics Corporation launches the Navy's second nuclear-powered submarine, the Seawolf, July 21 at Groton, Conn. Also participating in the ceremony will be Lewis L. Strauss, chairman of the Atomic Energy Commission; John Jay Hopkins, chairman and president of General Dynamics; and Francis K. McCune, vice president and general manager of General Electric Company's atomic products division.

Five Years Ago... New Model GRB-36 Awaits Flight Tests

Following are brief excerpts from Convairiety of five years ago:

Charles Zachariah Sheppard, Convair's most venerable citizen, celebrates his eighty-second birthday July 7.

Four-month job of giving Fort Worth plant a new coat of paint gets underway.

With July 4 falling on Tuesday, Convair Fort Worth shuts down for four-day weekend but works July 8 to make up lost day.

President LaMotte T. Cohu goes abroad to inspect British air developments.

Delegation of soaring enthusiasts from both Convair San Diego and Fort Worth (including SD's record holder, Bill Ivans) to enter Aug. 2 national soaring meet at Grand Prairie, Tex.

Convair men go along with B-36s on missions far over Pacific Ocean.

XC-99 drops in on Convair San Diego for first visit to "home town" in a long time.

(Continued from Page 1) trapeze operator to perform the latching and unlatching.

They also are designed to improve the performance of the GRB-36 while it carries the RF-84F almost enclosed within the bomb bay section.

The tests will be conducted under all conditions which the GRB and jet plane pilots might face in actual combat. These will include launching and retrieving in day or night in all weather and at various altitudes.

One of the most intriguing—to the layman—is making such a "landing in the sky" in total darkness. And it has been done—and will be done again in the new tests.

As explained by Erickson, the pilots of the two planes agree via radio to meet at a certain point at a certain altitude. When the fighter locates the GRB, the fighter pilot lines up his plane by watching the formation lights on the larger plane.

The interior of the bomb bay section of the GRB is lighted,

and a special light points to the trapeze mechanism which the fighter pilot must engage. While adequately lighted for the purpose, the lighting is at the same time designed to provide as little help as possible to enemy ships which might happen to be in the neighborhood. In other respects, the night-time operation is like any other.

Convair hopes to make arrangements with the Air Force to return earlier GRB-36s to Fort Worth. They would then be altered to take advantage of all the latest improvements, including the new type trapeze and bomb bay fairing doors.

Basic aim of the GRB-36 program, as expressed by the Air Force, is to supply long-range and high speed reconnaissance with high chances that all personnel and equipment could return safely to base.

First GRB-36s put into action by the Air Force are in the 99th Strategic Reconnaissance Wing at Fairchild AF Base in Spokane, Wash. They are teamed with the RF-84F jet fighters of the 91st Strategic Reconnaissance Squadron at Great Falls AF Base, Montana (Convairiety, March 23, 1955).

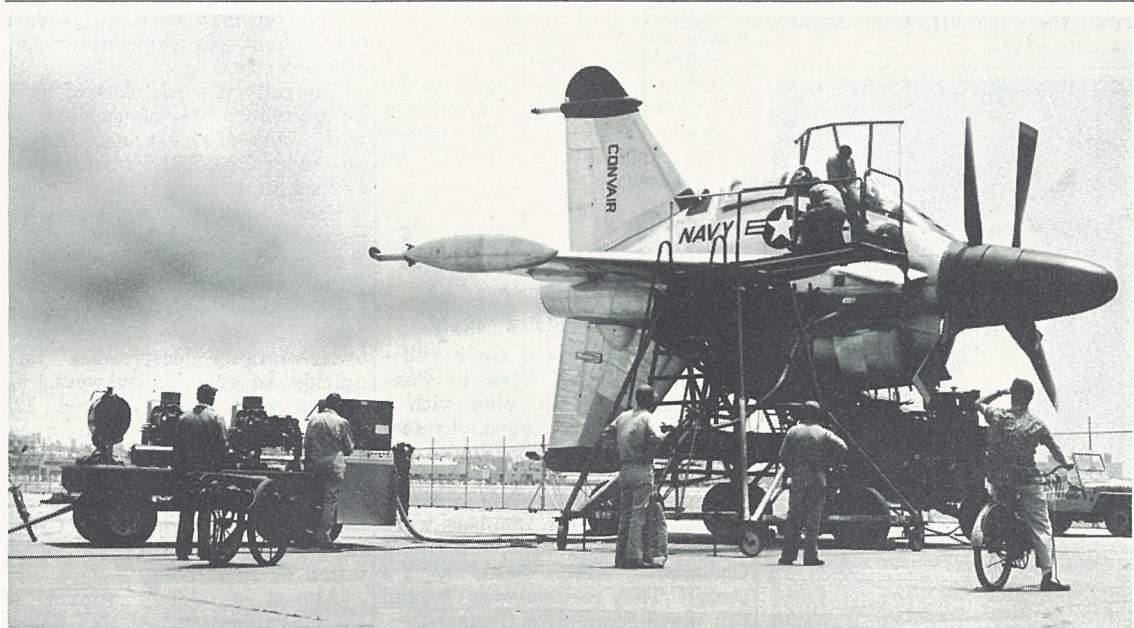
New Class Offered In Radio Telephony

A new class will be offered Convair Fort Worth employees interested in getting commercial radio telephone licenses.

R. Roderick of Dept. 6-7 will instruct. The class will meet from 4 to 6 p.m. Tuesdays and Thursdays.

Cost is \$7 for the 50-hour course plus the text, "Radio Operator's Questions and Answers Manual," which is \$6.60.

Classes will meet in Room 21, Col. 146C on Mezz 15 at Convair. Further information about the course is available from H. W. Johnson, Dept. 75, or Jess Butts, training section, ext. 5245.



IT'S THE NUTS—That dark cloud coming from XFY-1 (Pogo), believe it or not, is the result of walnut shells! Several gallons of finely crushed shells are run through turbos on occasion to clean out carbon, dirt, etc. Same system is used on R3Y and Sea-Dart when required—believe it or not.

GENERAL DYNAMICS

Convairiety

Vol. 14, No. 16

Wednesday, August 2, 1961

Fort Worth

EDITION

Fort Worth news office:
ext. 2961 or 2738

SAN DIEGO, POMONA, ANTELOPE VALLEY, CALIF.

ASTRONAUTICS OFF-SITE BASES, FORT WORTH, TEX.

All Bunker Hustlers Equipped With TCPs

Production two-component pods are being turned out in the 120-foot bay area, from Col. 128 to

450 SAFETY BELTS SOLD TO DRIVERS

Over 450 auto safety belts have been sold at General Dynamics/Fort Worth since they were placed on sale at reduced prices several weeks ago.

Sold in several colors—flame orange, maroon, grey, tan, white, turquoise, green, brown, blue and black—the belts are on sale at the main tool crib (Col. 76C, Mezz 8).

Cost is \$5.95 for a 5,000-lb. strength belt and \$6.95 for a 7,000-lb. strength belt. Both belts meet federal safety requirements.

Chief safety engineer Fred Temple reports that safety belts eventually will be installed in all company cars.

"And in 1962, for the first time, automobile manufacturers will install safety belt anchorages for front seats of all passenger cars," he added.

the north end of the plant between C and D aisles.

TCP pods, consisting of a disposable lower fuel-carrying section and a warhead-carrying upper pod, are being placed on all production Hustlers being delivered to 305th Bomb Wing at Bunker Hill AFB.

The two-section pods are also being placed on all production conversion Hustlers. And Hustlers Nos. 4, 22 and 38—all engaged in various phases of TCP demonstrations—are equipped to carry TCPs.

On a combat sortie, a Hustler jettisons the lower component after using all the fuel in it, then speeds on to target carrying only the upper component.

Depts. 50 and 51 are responsible for TCP assembly. R. E. Davis is general foreman.

Gigantic GD/FW Housecleaning Clearing Out Classified Data

A gigantic "housecleaning" project, during which all classified documents no longer necessary to the company's operations



CLEANING "HOUSE"—Tons of classified documents no longer necessary to company business are being destroyed. Carol Page, secretary in Dept. 6, checks over files.

are being destroyed, is under way at General Dynamics/Fort Worth.

All filing cabinets, safes, vaults, storage boxes and areas are undergoing a thorough searching and screening for such documents. GD/FW's big incinerator has been fired up for the first time in years, and the Somat disposal machine, which grinds up paper in water, is going full blast.

Classified documents not destroyed have to be reviewed, evaluated and re-marked under a recent revision of government security regulations.

"It is strictly up to each department head to determine what documents are no longer necessary and should be destroyed," said C. E. Doering, supervisor of security and investigation.

Classified documents fall into two classes: "confidential" and "secret."

Doering said documents being destroyed include:

1. Papers concerning B-36 design and manufacture.
2. Preliminary information on B-58 contracts, design structure and appearance.
3. Engineering manuals, and manuals put out by product support.

"Much of this information has been declassified, but if you don't need it, destroy it," Doering urged department heads.

Last such general "housecleaning" at the FW plant was in 1956, when 15 tons of classified documents were destroyed.

A master copy of each document destroyed is being retained in permanent files under established strict security conditions, Doering said.

"We expect to destroy more than 15 tons this time," he added.

Project is to be completed by Aug. 11, and a report submitted to C. Rhoades MacBride, GD executive vice president—operations.

D. A. Chesshir, Dept. 15-2, security officer, is coordinating the project.

Quiet Conference Room Is Available

Conference room No. 3, located immediately north of factory management offices at Col. 80-C, has been soundproofed.

Meetings can now be held in the room—which can accommodate 200 people—without noise interference from factory operations.

Reservations for the conference room should be made with G. G. Stogsdill (ext. 2241).

Hicks and Cosby Appointed VPs of GD/FW Division

M. L. Hicks and J. T. Cosby have been named to new vice president posts at General Dynamics/Fort Worth by President Frank W. Davis.

Hicks, new vice president-legal and procurement, will be responsible for legal matters and procurement. Cosby, vice president-program director-B-58/TF-X, will be program director of the B-58 program and of a proposed tactical fighter program.

Davis said the appointments were "in accordance with establishment of this division as an operating unit of General Dynamics."

Under the new setup, W. T. Alvis, manager-contracts, will report directly to the division president.

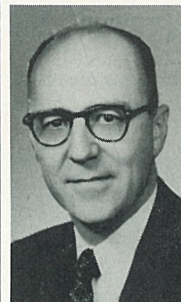
Assisting Cosby in his responsibilities will be R. L. Johnson, manager of flight, who will devote a portion of his time to the TF-X program; and J. J. Minton, administrator program planning, who will assist the program director on the B-58 project.

The product support functions and organization, with Ralph Reade as manager, will report to B. G. Reed, vice president-operations. R. M. Gallagher, spares manager, and C. A. Ford, manager of material, will continue to report to Hicks.

Hicks joined the Fort Worth plant in 1942 as assistant contract administrator. He served as chief of contracts at the Elizabeth City, N. C., and Allentown, Pa., divisions, and as assistant to the corporate contracts director at San Diego before taking over as manager of contracts at FW in 1946. He became assistant division manager-contracts in 1951.

Hicks graduated from North Side High School and holds a bachelor of arts degree from Texas Christian University and bachelor of law degree from Harvard. He is a member of the Texas Bar Association, Tarrant County Bar Association, and American Bar Association.

Cosby, known to associates as "Bing," formerly was B-58 pro-



M. L. Hicks



J. T. Cosby

gram director, and was also responsible for product support functions. In his new capacity, he is program director for the B-58 and for GD/FW's current efforts to win an anticipated government design competition for a new tactical fighter which can be used by both the U. S. Air Force and the U. S. Navy.

Cosby first became associated with the organization when Consolidated Aircraft Corporation merged with Vultee Aircraft Corporation in 1943. In that year he transferred to Fort Worth.

In 1950, he was promoted to assistant project engineer, and three years later was named B-58 program director.

He is an honor graduate of Georgia Tech with a B. S. in mechanical engineering.

Rolls of Mgt. Club Top 3,000 During Campaign

A total of 3,082 employees—including 562 new members—joined Management Club at General Dynamics/Fort Worth during a week-long membership drive in July.

About 61 per cent of the 5,074 supervisory and professional and administrative people eligible for membership now belong to the club.

Thirty-two departments tallied 100 per cent memberships, while 19 other departments had between 90 and 100 per cent of their people join.

One-hundred per cent departments were: 10, 14, 17, 18, 19, 20, 21, 25, 29, 30, 31, 32, 33, 34,

35, 36, 41, 48, 50, 51, 54, 55, 56, 57, 59, 70, 73, 78, 82, 91, 94 and 95.

Biggest improvement, according to Drive Chairman E. R. Weiher, came in engineering department, where 714 employees—or 56 per cent—signed authorization cards. The department listed 458 memberships last year.

"Overall, we considered the drive to be quite successful," Weiher said, "I'd like to extend my personal thanks to the boosters and others who helped tell the Management Club story."

Weiher said that about 200 authorization cards had not been returned.

Club's 'Selling America' Team Reaches 6,000, Best in Nation

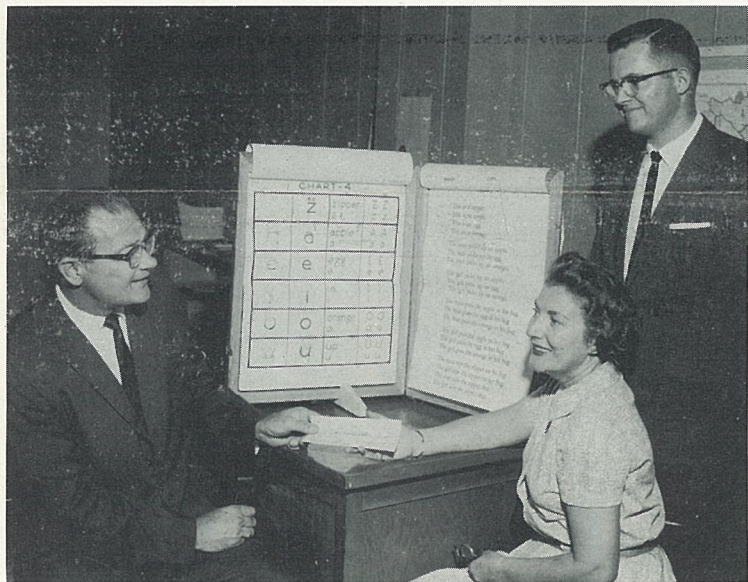
Management Club's "Selling America" team leads all other teams in the nation, having presented its program over 80 times to a total of over 6,000 people. Team members received certificates from Management Club July 20 for their efforts since the first of the year.

"Selling America" is a one-hour presentation explaining many aspects of the American way of life. Sponsored by National Management Association, the presentation can also be made in three separate sessions on freedom, abundance and inflation.

Jim Witte is chairman of the team, which has made presentations to a number of surrounding communities. In addition, members have appeared before out-of-town audiences at Dallas, Weatherford, Mineral Wells, Graham (Continued on Page 8)

WITCHELL APPOINTED TO CLUB'S BOARD

A. S. "Doc" Witchell has been elected to a one-year term as chairman of the Management Club board of directors. He served on the club's board of directors during the 18-month administration which ended in June.



CON-TRIB-UTION—Eugene Paul, GD/FW, presents Con-Trib-Club donation to Mrs. Bernard W. Goldman, president of FW Literacy Council, as Calvin McCarter, executive director of council looks on.

Con-Trib-Club Donations Total \$133,000 in Last Seven Months

General Dynamics employees made a \$1,000 contribution to the Fort Worth Literacy Council in July through their Con-Trib Club.

The council, only one of its type in the state, teaches adults to read and write. A total of 122 persons are now enrolled in 11 different classroom sites throughout Fort Worth.

Presenting the contribution to Mrs. Bernard W. Goldman, council president, was Eugene Paul,

member of the Con-Trib-Club board of directors.

Mrs. Wilbur Kattner, wife of GD/FW project nuclear engineer W. T. Kattner, is vice president of the council.

An estimated five of the total of 45 teachers who volunteer to teach classes for the council are GD/FW employees.

Meanwhile, Employee's Con-Trib-Club reported overall contributions of over \$133,000 for the six-month period from Dec. 1, 1960, through June 30, 1961.

This included over \$8,623 in contributions to GD/FW employees through the club's Emergency Aid fund.

"Roughly 10 per cent of all money given by employees to Con-Trib-Club finds its way back to employees through this fund," said Milt Stewart, chairman of the emergency aid committee.

Stewart defined an emergency as "one where a family has an immediate need for food, clothing, shelter or medicine which cannot be obtained by other means."

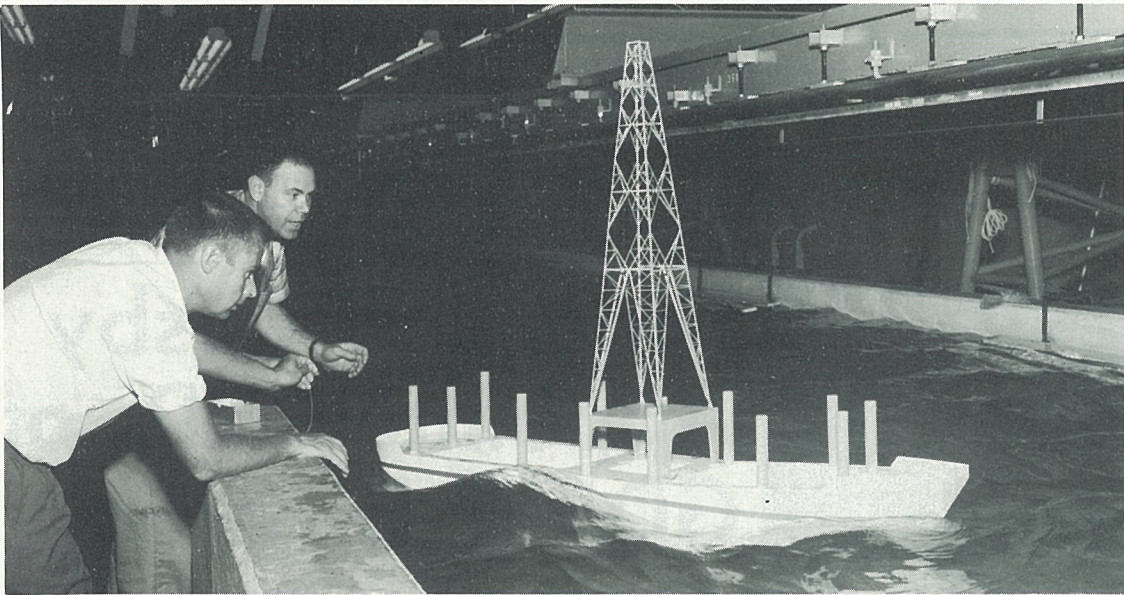
Contributions were: Fort Worth Muscular Dystrophy, \$2,100; Fort Worth Tarrant County Tuberculosis Society, (Continued on Page 8)

Three AF Officers Complete Training

Three Air Force officers who have completed a one-year Education with Industry training program at General Dynamics/Fort Worth are slated for transfers Aug. 8.

Capt. John F. Searengen will go to aeronautical systems division, Wright-Patterson AFB, Ohio; Maj. Gerald E. Durbin, to Oklahoma City Air Materiel Area, Tinker AFB, Okla.; and Capt. Richard J. Murra, to Headquarters Eastern Contract Management Region, Olmstead AFB, Pa.

The Air Force officers have observed various phases of GD/FW operations during their stay.

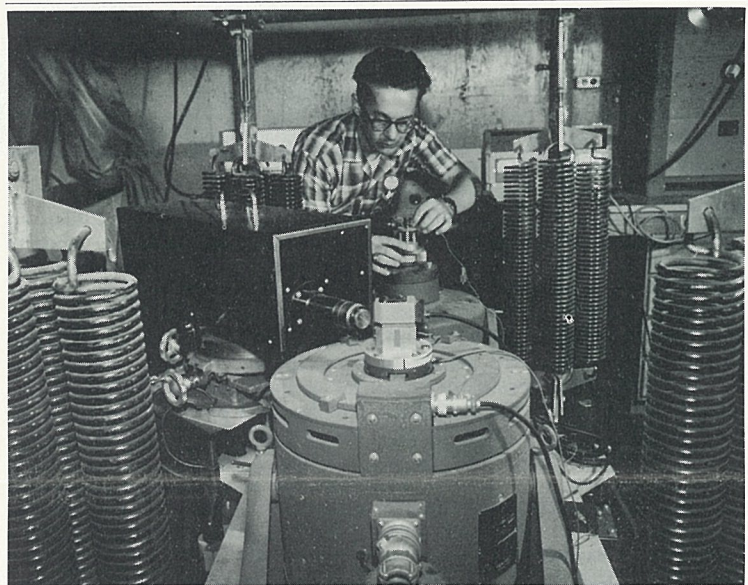


CUSS II—C. E. Jones Jr., senior hydrodynamics engineer at GD/Convair, and representative (in foreground) of Global Marine Exploration Company observe static wave tests of CUSS II in 300-ft. towing tank at San Diego plant. Drilling rig on barge will be almost as high as the 264-ft. vessel will be long.

Heavy Weather

Moon Study Ship Model Rocked By 'Giant' Waves in Towing Tank

Results of hydrodynamic tests of an off-shore drilling barge model at General Dynamics/Convair will play a part in an attempt to answer questions about the moon's surface.



SET FOR SHAKE—L. B. Parker, test engineer, hooks up accelerometer for test on vibration standard in GD/FW standards laboratory.

Shake Test Accuracy Assured As Standards Checked by U.S.

When engineers at General Dynamics/Fort Worth run vibration tests on Hustler components and subsystems, they're virtually certain of getting "absolutely" accurate results.

Reason is a recently-installed vibration standard in the GD/FW Standards Laboratory. It is used to calibrate accelerometers, thimble-sized "gadgets" which measure vibrations during runs in the test lab, or on B-58s in flight.

GD/FW's standard has been calibrated with the National Bureau of Standards in Washington, D. C. NBS is the final word on accuracy for all weights and measurements.

"This means, in effect, that accelerometers calibrated on our standard are conforming with the

high standards of NBS. Thus the margin for error is almost negligible," said Bob Mosley, project test engineer.

Installation of the standard gives tested components "traceability," a quality highly coveted by Air Force.

"This means that Air Force can trace back through the testing program to determine if the tester which tests our product was checked out by NBS," Mosley added.

GD/FW now ranks as one of only a handful of companies in the country boasting such a high-reliability standard.

Built in a steel frame about 5 feet high, 6 feet long and 3 feet wide, the vibration standard has a seismic base designed by test engineer L. B. Parker.

The base is suspended on four sets of springs, eliminating the possibility of any "floor noise" causing vibration.

Frequency range is from five to 2,000 cycles per second. Five cycles produce a visible up-and-down motion. During maximum cycle, however, the vibrator moves so fast that it actually appears to be standing still, creating instead a high-pitched whining noise.

Intensity of vibrations, which can lead to failure of a part or system, are measured in forces. The vibrator measures in a range of 1 to 20 Gs.

Extremely low vibrations are measured visually through a small telescope on the vibrator. During these tests, movements of grains of sand on a piece of sandpaper are observed.

Tests of the barge model have been conducted by GD/Convair hydrodynamics engineers in the 300-ft. towing tank at the San Diego plant, under contract to Global Marine Exploration, a subsidiary of Union Oil Company of California.

Data obtained from the model tests will be used by Global Marine Exploration in the construction of CUSS II, a barge equipped with a drilling rig which will churn through the earth under the ocean floor.

"Project Mohole," as the program is called, is expected to supply information about the moon's surface because rock strata on the ocean's floor are believed to be similar to rock surface on the moon.

Simply stated, the purpose of the model tests conducted by C. E. Jones Jr., senior hydrodynamics engineer, was to ascertain the severity of seas the vessel could experience before it would become necessary to suspend operation.

Because some of the Mohole drilling occurs in depths of up to 1,800 feet, it is essential that the ship stay securely in position over the drilling site. A drift of only a few degrees could put a "kink" in the drill.

The 5,000-ton, 264-foot CUSS II will support a drilling rig almost as high as the ship is long. The drill is dropped through a "well" located almost directly in the center of the vessel.

The ship, which is unusually broad-beamed, has bulwarks fore and aft, high enough so that crew members can operate deck winches in 12-ft. waves. The ship has both bow and stern anchors.

An important portion of the testing was to find out if the ship's design would allow it to continue drilling in positions other than head-on into the waves.

"The model tests showed the vessel would be able to operate up to a 45-degree heading to sea before the maximum allowable roll angle of five-degrees was exceeded," said Jones.

Tests of the 1/48th scale model included smooth water resistance characteristics, yaw stability, rolling tests and static wave tests.

In the latter category the model was subjected to scale waves 12-feet high and 180, 300 and 1,000-feet in length, said Jones.

Testing of surface vessels is only one facet of the GD/Convair hydrodynamics operation. Capabilities include model testing of seaplanes, hydrofoils, underwater bodies and ground effect machines.

Is It News?
Call Convairity

Miniature Atlas Fired To Test Varying Designs Of Flame Deflectors

Rocket firings, in miniature, during the last couple of years in a thermodynamics test area at General Dynamics/Convair are providing valuable information in design of an Atlas missile component.

In spite of diminutive size of blast-offs (compared to actual missile launchings) plenty of noise, flame, and smoke pour out to lend a touch of realism to firings on the bayside of the San Diego seaplane ramp site.

In a GD/Astronautics assist project, over a dozen separate tests of different flame deflectors designed for varying Atlas ICBM launch facilities have been conducted by GD/Convair thermodynamics laboratory engineers. P. P. Leo (Dept. 6-35) has been engineer in charge of the test project since its inception months ago.

Small rockets, approximately 1/30 scale in size, using the same liquid fuel and oxidizer as the Atlas, are placed inside a tube simulating the base of an actual missile, then fired to shoot flame through the deflector beneath. Pressures and temperatures are measured and recorded in each firing.

A recent test setup, just concluded, was collecting information which may determine just how thick a concrete wall of a particular complex at the Atlantic Missile Range must be to withstand Atlas firings, and at what angle it must be constructed to protect equipment from flames at blast-off. A thick one-

foot-square piece of copper simulated the wall; pieces of metal rigged around the blast plate played the parts of ground equipment and gantry tower, which in actuality, would be located about 300 feet from launching pad.

Other tests have provided design data for Atlas flame deflectors and investigated vibration and heating in underground silo launch sites.

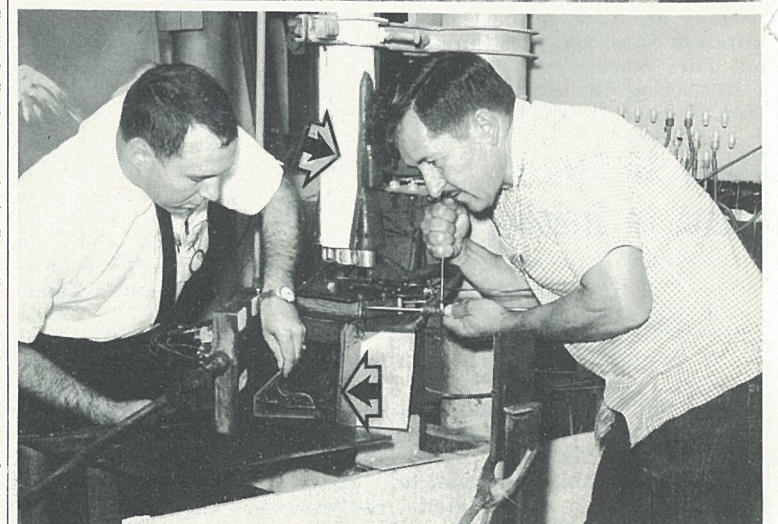
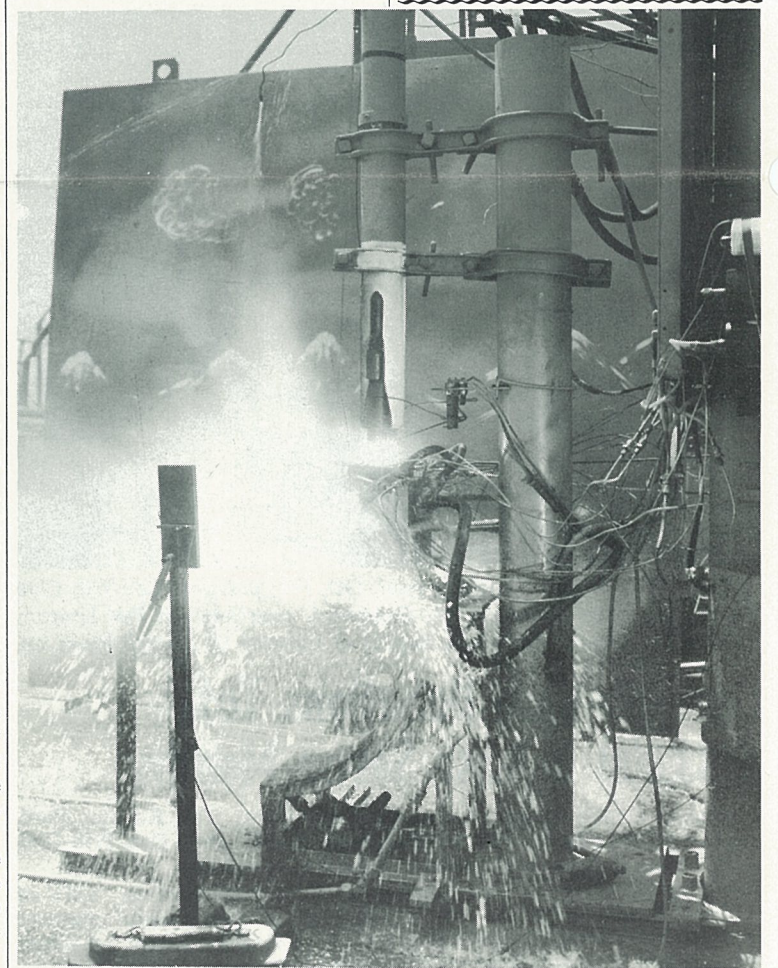
Each test extends over a week or two with 10 to 15 firings, said Leo, and are conducted at any time there is a need—when there is a modification or change in Atlas flame deflector configuration. Data is evaluated by GD/Convair thermodynamics lab engineers and submitted to Astronautics engineers involved.

F-106 Record Holder Assigned to George

GD/Convair's record-breaking F-106A, which holds the official world speed record for jet aircraft, is now in service at George AFB, Calif., as a combat-alert, all-weather interceptor.

The plane—No. 56-0467, was converted from a test ship to a fully operational defense weapon at the Palmdale facility and delivered to the Air Defense Command for duty with the 329th Fighter-Interceptor Squadron at George.

It set its record of 1,525.95 miles per hour in a speed run in December of 1959 at Edwards AFB.



"BLAST-OFF"—Flames and sparks burst forth during test firings at GD/Convair thermodynamics test site. "Snowy mountain scene" in background is painted scenery. Below, Paul Leo, thermodynamics engineer, checks angle between Atlas flame deflector under test and simulated complex wall while Frank Fischl, lab test mechanic, tightens connections in setup at SD seaplane ramp. Arrows indicate midjet Atlas and flame deflector.





ANNUAL REFRESHER—Nearly two score from GD/Fort Worth spent long Saturday last month to refurbish B-36 Memorial at Carter Field. Giant bomber, retired in 1959, has been constant source of pleasure to visitors. Volunteer painters are shown about to chow down.

Volunteers Labor 6:45 a.m. to 6 p.m. To Cover B-36 With 60 Gals. of Paint

Volunteers at General Dynamics/Fort Worth sprayed about 60 gallons of paint—enough to cover about nine frame homes—on the B-36 Memorial at Carter Field Saturday, July 15.

Thirty-five hourly and salaried volunteers spruced up the giant Peacemaker inside and out. The project is annually conducted by Management Club's B-36 memorial committee, with Sam Keith as chairman.

"It was a fast and clean job," said B. R. Main, project coordinator. "Kept in its present well-preserved condition, the B-36's importance as a memorial of its time will be enhanced in years to come."

With Air Force permission, the famed Peacemaker—No. 383—was memorialized at Carter Field in 1959. Since that time an estimated 150,000 people have visited the six-engine bomber.

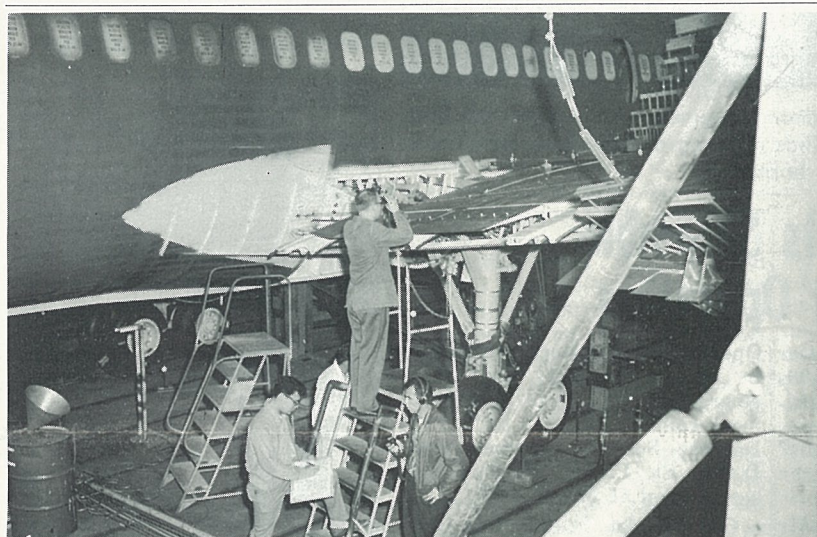
Main reported that visiting hours—from 2 to 6 p.m. Saturdays and Sundays—would continue throughout the summer. The memorial is open for tours on special occasion by special arrangement with the B-36 committee.

Volunteer workers started the painting job about 6:45 a.m. and didn't call it quits till all painting was finished at about 6 p.m.

A total of about 35 gallons of aluminum paint, 15 gallons of white paint and several gallons

of red and blue paint were used on the B-36, which measures over 162 feet in length and has a wing span of 230 feet.

All lettering on the memorial, plus the red, white and blue SAC insignia were also painted.



STRESS AND STRAIN—Proof loading of Convair 990 has come to close at San Diego. At left A. B. Carlson, former structures test lab engineer, uses binoculars to read deflections of indicators during wing stiffness as S. D. Santos, Dept. 68, records readings

Individual Traveling Insurance Now Available on Annual Basis

Individual travel insurance covering both personal and business trips on any type of conveyance may now be purchased by General Dynamics employees of former Convair divisions on an annual basis.

Offered through General Dynamics' regular insurance broker, this service replaces the sale of individual trip accident insurance which has been discontinued due to lack of interest.

Under the new plan, rates for individual travel insurance are \$1.50 per \$1,000 of coverage for death only. For an additional 75¢ per \$1,000, permanent and total disability benefits may be added. Thus, \$2.25 per each \$1,000 of coverage provides death, permanent and total disability protection. Rates are annual.

Coverage is not compulsory but is offered as a service to GD employees. It has no connection with company-provided insurance for employees traveling on official company business nor the employees' group insurance program, both of which continue in effect.

Applications for travel insurance may be obtained through general accounting departments at each GD operating division. Astronautics off-site personnel may obtain forms through the

Astro general accounting department, mail zone 190-0.

Each application must be accompanied by a check for the amount of coverage desired, made payable to the applicable GD division—General Dynamics/Astronautics, General Dynamics/Fort Worth, etc.

Questions should be directed to general accounting departments at each GD division.

Engineering Review Classes Scheduled

General Dynamics engineers in the San Diego area who are planning to take state board examinations may enroll in engineering review courses started by U. of Calif. Extension.

One section began Aug. 1 with a second section of the 15-session course opening tomorrow (Aug. 3). Meetings are held in Roosevelt Junior High School. Instructor is J. B. Herreshoff, GD/Convair design specialist.

Subjects reviewed will include mathematics through calculus, statics, dynamics, strength of materials, fluid mechanics, thermodynamics, chemistry, electricity, and economics.

Information may be obtained through the University Extension office, 1221 Fourth Ave., SD.



while F. W. Starkey (with headphones) communicates with test conductor. At right, foursome manipulates pressure valves during horizontal tail proof, adjusting to readings on water manometer board, at structures test lab, SD seaplane ramp.

50-Year-Old Float Plane Reproduced in Replica

An authentic replica of a Curtiss A-1 seaplane, a two-year "labor of love" on the part of nearly 200 individuals in the San Diego area—including some 60 General Dynamics engineers and craftsmen—will play a lead part in commemorating the Golden Anniversary of Naval Aviation this month.

The original airplane flew 50 years ago from the waters of San Diego Bay and inaugurated Naval aviation.

For the past two years, GD/Convair and GD/Astro engineers, along with industry and Navy leaders, have worked on the project.

Design for the replica was re-created from pictures and records, and accounts of observers who had seen the first A-1. Construction materials were supplied by some 20 industrial firms throughout the country and no less than 60 GD engineers and craftsmen were among some 180 workers throughout the area who contributed generously during their spare-time hours to this recreation of the past.

First test flights of the replica were made July 11 over South San Diego Bay by Don Germeraad, chief GD/Convair engineering test pilot. He will be at the controls again during an air show which will be a prelude Aug. 19-20 to the National Naval Aviation Meeting.

Among GD people who have contributed to the A-1 project are Chase Allen, Jack Jensen, floats; C. E. Beddoes, weights; V. A.

Carlson, project engineer; W. D. Logan, administrative engineer; Stan Piszkin, W. B. Weber, aerodynamics report; Mrs. Terry Vassquez, dynamics report; A. B. Oberg, J. E. Turner, manufacturing; Bob Walacavage, wing metalwork; B. C. Wollner, stability report; D. L. Trusk, component construction.

James G. Wenzel, General Dynamics ASW coordinator, is general chairman of the forthcoming commemoration at San Diego.

Journalism Chapter Elects Loyd Turner

Loyd L. Turner, special assistant to the General Dynamics/Fort Worth president, is the newly-elected president of the Fort Worth Chapter, Sigma Delta Chi. The organization is a professional journalism fraternity.

Malcolm Holloway, administrative assistant in Dept. 2-5, is a director of the chapter.

Turner, who has served previously on the fraternity's board, has been a key committee chairman annually in connection with the chapter's "gridiron" show.

990 Withstands Stress Of Lengthy Load Test

Proof loading of Convair 990 plane No. 3 has reached its conclusion after a several-month program at General Dynamics/Convair's structures test laboratory at the San Diego seaplane ramp.

The plane will move home to Plant 1 some time this week for updating.

"The entire structural testing program was accomplished with most satisfactory results," said A. R. Vollmecke, assistant group

engineer in charge of jet transport structures tests. "No part of the testing had to be repeated due to structural weakness of any kind."

Since going into the big structural test lab building last December, plane No. 3 has paced flight testing of 990 jet transports. Before the first 990 took to the air early this year control systems and surfaces were proof loaded and put through complete operational tests while under load to prove that the plane was absolutely safe structurally.

Various steps of the structures testing were dovetailed into the flight test schedule, keeping ahead or abreast of actual testing in the air of corresponding functions. Pylons and wings were subjected to stiffness tests to check out theoretical analysis by design engineers.

Proof load testing of control systems and surfaces, horizontal tail, and wing trailing edge flaps was observed by Federal Aviation Agency representatives for certification. The vertical stabilizer, anti-shock body, main and nose landing gears were proof loaded in separate fixtures so that testing projects could be carried on simultaneously, explained Vollmecke. Proof loading of leading edge flaps was done on the 880-M plane.

During the last few weeks the 990 has been kept at the structures test laboratory for re-evaluation of improvement changes incorporated during flight test.



FLASHBACK—Don Germeraad, chief GD/Convair engineering test pilot, got his feet wet last month when he flew replica model of first Curtiss seaplane on test flight. Some 60 GD/Convair and Astro engineers played part in helping recreate model of seaplane which inaugurated naval aviation in 1911.



SOFT TOUCH—When heavy rains threatened to wash out nest of scissortails near his post, Grady Starr, industrial security guard at GD/Fort Worth, came to rescue. He bought "house," anchored it atop fence. First fledglings have already flown out, more little ones are on way.

Glib Orator

Young Speaker Wins Honors in Nine Tourneys

A General Dynamics/Convair son is rapidly building for himself a reputation as a terrific talker.

During the past year Carl V. "Bud" Carey Jr., 16-year-old son of C. V. Carey (Dept. 401-4) has won honors in no less than nine speech tournaments—local, regional and national.

About the only opportunity young Carey has had to catch his breath has been at awards ceremonies when someone else does the talking. So far Carey has collected nine trophies and a boxful of ribbons and medals.

Highlights of the young speaker's career include the San Diego State College Open Tournament at which Carey placed second in impromptu, first in original oratory, first in extemporaneous, and won the outstanding speaker's award.

Also among Carey's laurels are a second in impromptu and first in extemporaneous at the National Forensic League District Tournament at University of Southern California and third in impromptu at California State Finals at University of California at Santa Barbara.

In addition to tournament talkathons, campaign oratory must also come easy for Carey. He's been elected president of the 1962 senior class at Mt. Miguel School.



IRELAND'S LOSS—When GD/Convair's Joe Bradshaw gained his U. S. citizenship last month, associates went "all out" in celebration, doubtless reflecting his personal popularity. Roy Benstead authored rhyme for occasion, thus becoming Dept. 6-04 "poet laureate."

Battle Fatigued? Atom Engineer Suggests Orchids Are Relaxing

Kelly Spearman, engineer in charge of GD/FW's nuclear instrumentation lab, suggests the answer he has found to noise-fatigue. Grow orchids and camellias.

"Greatest therapy I know," says Spearman. "I can spend an hour or so with my plants, then be able to listen to any type of commotion."

Spearman, who has a rare orchid plant in his home greenhouse he values between \$300 and \$400, started growing camellias for relaxation when he was still attending college.

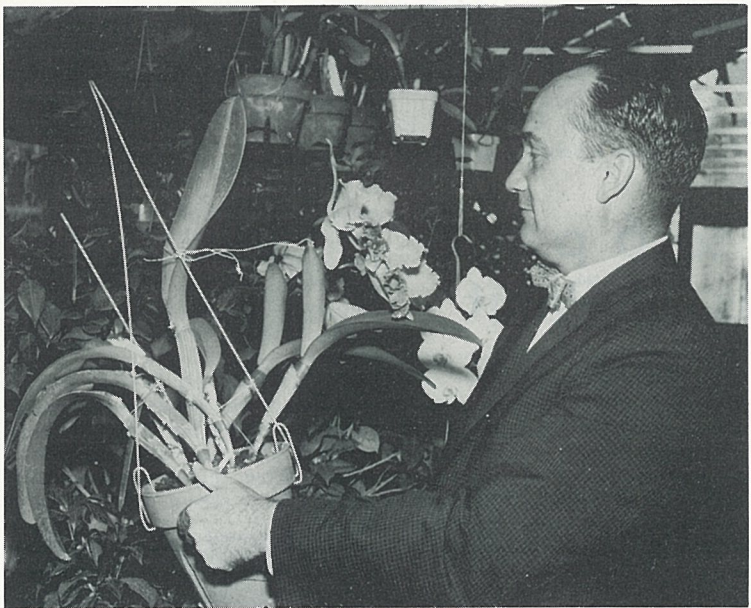
He found it made wrestling

logarithms and complicated formulas easier. When he was at the University of Texas, he had 40 camellia plants, growing in cans, in his room.

Spearman never thought much about flowers until 1946. He was attending the University of Alabama at the time, and "just happened" to visit a flower show.

Spearman imports many of his orchid plants direct from Hawaii. They grow in fir bark, without soil. He feeds them liquid fertilizer each two weeks.

Spearman received his Ph.D. in physics from the University of Texas in 1954.



GARDENER—Kelly Spearman, engineer in charge of FW's nuclear instrumentation lab, finds growing orchids and camellias in his own greenhouse relaxing hobby.

Convair-Built Jets Scramble In Mock Combat Operation

Minot Air Defense Sector (SAGE), to which Convair F-106s are attached with the 5th Fighter-Interceptor Squadron, is now classed as an "Operational Unit" involved in air defense of the North American continent.

Commander of the Minot Air Defense Sector is Col. James O. Beckwith who controls an organization encompassing Minot AFB and long-range radar sites in North and South Dakota, Wyoming, and Montana.

F-106s were scrambled in an

Operational Readiness Inspection in June when every kind of an emergency was thrown into the mock combat situation testing the Defense Sector's readiness, said D. W. St. Pierre, Convair field service rep at Minot AFB.

Convair jet interceptors with the 5th FIS, also scored an almost perfect record during recent maneuvers at Tyndall AFB, Fla.

St. Pierre also reported the awarding of a certificate of meritorious achievement to the 32nd CAMRON (maintenance squadron) for an accident-free year ending March, 1961.

J. D. Outenreath's Son Wins Fellowship

James Donald Outenreath Jr., son of J. D. Outenreath, FW Dept. 34, has been awarded a three-year university fellowship by the U. S. Commissioner of Education.

Young Outenreath attended TCU on a GD scholarship and received a B.A. degree last spring. He will continue studies at TCU toward a Ph.D. in physics.

Film on Communism Shown at Lunchtime

A movie based on the steady advance of communism throughout the world is being shown in General Dynamics/Convair auditoriums this month.

GD/Convair people may see "Communism on the Map" during lunch periods on the following schedule: Aug. 3, engineering auditorium, 12:30-1 p.m.; Aug. 9 and 16, Bldg. 14 auditorium, 11-11:30 a.m.; Aug. 23, Bldg. 14 auditorium, 11:45 a.m.-12:15 p.m.

Eating is permitted in the Bldg. 14 auditorium, but not in the engineering auditorium, Bldg. 5.

Presentation of the film is sponsored by industrial security department. The film was provided through the efforts of educational services.

GD/FW Son Selected For Recruit Honors

Gary C. Burton, son of a General Dynamics/FW employee has been named "Outstanding Reservist" aboard the USS Wiseman, a destroyer on which he recently completed two weeks' duty in the Pacific.

Burton, 19, is the son of Mrs. Edna A. "Ginger" Robertson, key puncher verifier in Dept. 19-3.

Burton is a seaman recruit in the Naval Reserve Surface Division 8-85(M). He will enter active service in the Navy in November.



NEW RANK—C. Rhoades MacBride (right), executive vice president of General Dynamics, last month was made "Admiral of the Flagship Fleet," an honorary title bestowed by American Airlines on those who have made contributions to development of air transportation as a public service. Presenting plaque is D. D. DeWeese, AA sales manager in San Diego.

Sauce for the Gander! Forms For CIPs and ESs Simplified

Forms for submitting Employee Suggestions and Cost Improvement Proposals will get a "new look" starting Sept. 1.

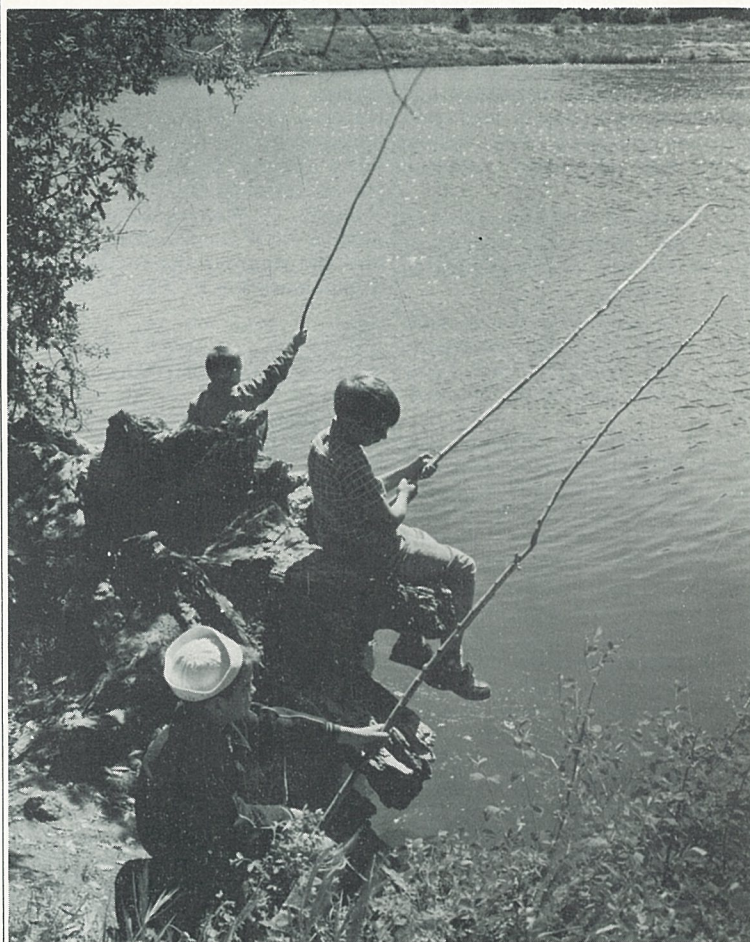
The new General Dynamics/Convair forms will be considerably simplified—all information required is listed on two sides of a standard-size sheet of paper. Forms now are twice as large.

C. H. Hahn, assistant supervisor of cost reduction, announced the new format as part of a general cost-reduction program within his own operation.

He said the improvement extends beyond the ES and CIP submittal forms. New, simplified inquiry forms will also expedite the processing of ESs and CIPs.



NEW LOOK—Betty Ann Wood (left) and Joan Roberts, both of Dept. 8-4, display old and revised Employee Suggestion forms. Under new plan, GD/Convair cost-cutters need fill out only two sides of one page when submitting ESs and Cost Improvement Proposals.



AH YOUTH—Moving mood study brings to life carefree boyhood days in this photograph made by GD/Convair's H. M. Harvey (Dept. 6). Boy at top of photo is Harvey's seven-year-old son, Bill. Location is YMCA camp pond in Julian, Calif.

General Dynamics News

Frank Pace Appointed To Intelligence Board

Frank Pace Jr., board chairman of General Dynamics Corporation, last month was appointed by President Kennedy as a member of the President's Foreign Intelligence Advisory Board.

Pace, a former Secretary of the Army (during Korean hostilities), succeeds Gen. Maxwell D. Taylor who has been chosen as the President's military representative in the White House.

Dr. James R. Killian Jr., is chairman of the advisory board which keeps watch over the intelligence-gathering functions of the government. These include

ture including the treatment of diseases "in the interest of our national welfare and the good of mankind."

During the 19-week course the officers of the three services are using General Atomic's operating prototype of the new-concept TRIGA Mark-F "pulsing" reactor to be installed as the primary research tool of the institute. Each of the 12 officers holds a master's degree or doctorate in science, engineering or mathematics, and several have had nuclear experience.

* * *

A portable, self-regulating atomic power plant to generate electricity beneath the surface of the sea or in remote land areas of the world without requiring any operating personnel is being developed.

The small "package" plant, capable of long-term, unattended operation at generating capacities up to 2,000 electrical kilowatts, is under conceptual design and development at General Atomic Division.

Dr. Frederic de Hoffmann, president of the division, said a version of the completely automated plant would be applicable to undersea operation as a power source for naval defense systems. On land, the small power plant might be used to provide electricity for military, weather or communications stations in polar regions.

* * *

The biggest missile submarine ever built and the first designed to fire the longer-range 1,500-mile Polaris will join the Navy Aug. 8.

She is the 6,900-ton 410-foot Ethan Allen, scheduled for commissioning at her General Dynamics dock in Groton, Conn., as the first ship in an entirely new class of Polaris submarines.

Carrying 16 Polaris launching tubes in a midships compartment and the latest in equipment, the Ethan Allen will have gone from keel-laying to commissioning in less than 23 months.

The Ethan Allen is the 10th atomic submarine built by Electric Boat Division and the 20th to be commissioned by the Navy.

CHOSEN—Frank Pace Jr. last month was selected by President Kennedy for post on key federal intelligence board.

CIA and some 30 other intelligence units, including those serving the armed forces, the State Department, the AEC and some units of the FBI.

Pace has served the federal government in a number of top posts, including special assistant to the attorney general, executive assistant to the postmaster general and director of the Bureau of the Budget. During 1950 he was chairman of the Defense Ministers Conference of NATO.

* * *

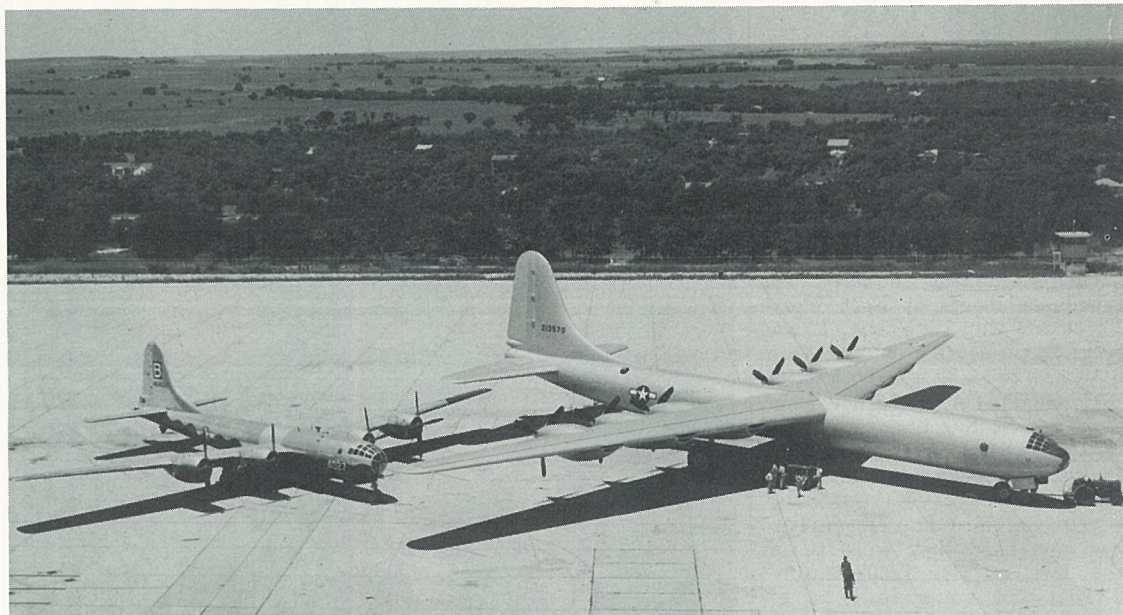
Twelve officers of the Army, Navy and Air Force are undergoing training at San Diego with a unique type of atomic reactor which the Department of Defense will use to test the biomedical effects of intense nuclear radiation.

The specially-selected officers, who are attending daily classes at the TRIGA reactor center of General Atomic Division, will form the cadre of the staff of the new Armed Forces' Radiobiology Research Institute which is under construction at the National Naval Medical Center in Bethesda, Md.

RAdm. Courtney Shands, Deputy Chief of DASA, opened the course and told trainees that they will be contributing to advanced research of a broad na-



IN TRAINING—At General Atomic Division, San Diego, RAdm. Courtney Shands, Deputy Chief of Defense Atomic Support Agency, addresses 12 selected military officers attending reactor training. They will staff new Armed Forces Radiobiology Research Institute.



DWARFED—First of giant B-36s, pictured on ramp at Fort Worth, dwarfs veteran wartime bomber, B-29 Superfortress.

Wartime Demands Delayed XB-36; Production Planes Given Priority

(Installment No. 64 of a continuing history of Convair aircraft summarizes early problems with XB-36.)

The original delivery dates for the XB-36 had been May and November, 1944, but these were not met for many reasons. Early design was slowed by revision of the Air Force's armament requirements, a shift from twin to single tail configuration, and problems of weight and balance control. Higher priorities given aircraft already in production deferred wind tunnel tests, and delay was encountered in development of the new Pratt & Whitney R-4360 Wasp Major engine, a 28-cylinder giant that weighed 1½ tons and developed a hitherto unheard of 3,000 horsepower. The most persistent problem, however, was assignment of low manpower and material priorities to the XB-36 program until late in the war.

Thus a contract for 100 B-36s was awarded Aug. 7, 1943, but construction of the experimental building in which the prototype was to be built did not start until September. Fabrication gained speed in 1944, and in October the Air Force approved construction of the 8,200-foot runway the

bomber would need. Before hostilities ended, Air Force studies had picked the B-36 as the plane around which the post-war air arm should be built.

Sheer size was the bomber's most distinctive feature; one pilot likened the experience to "sitting in the bay window and flying an apartment house." From a design standpoint, however, the greatest novelty was the use of pusher propellers, seldom employed since the earliest days of aviation. The reasons for this configuration were two (one trivial), and the consequences were three (one bad).

When the original design was laid out in 1941, an NACA "laminar flow" wing section was adopted. This was a comparatively recent airfoil, developed to maintain a perfectly smooth air flow across wing surfaces. Since propellers and engine nacelles created local turbulence, it was decided to locate them aft in the B-36. A secondary consideration, engineers conceded in later years, was the appeal of a platform that was "different."

The first benefit of the design was discovered when the XB-36 started flight-testing in 1946. The plane proved to have better climbing capabilities at

high altitudes than designers had predicted. This would be of great importance over the next ten years. "High" meant 35,000 feet when the B-36 was born; in the race for upper-atmosphere supremacy she would have to learn to fly above 50,000 feet.

The second benefit of having power plants aft was this: If an engine caught fire, flames streamed out behind the plane instead of burning like a blowtorch against the wing. In practice it was found that an engine could blaze away until it burned free and fell from a B-36, yet the bomber could still come home.

On the debit side, the propellers created a vexing vibration problem. At the top and bottom of their 19-foot arc the tips passed through clean, high-speed air, but in the plane of the wing's trailing edge the blades crossed through a zone of slow, turbulent vibrations throughout the trailing edge area. Engineers who entered the wing aloft to study the phenomenon under flight conditions found that vibration numbed their feet.

The problem this created was one of metal fatigue—the cracking of light aluminum and magnesium parts subject to vibrational flexing. Since the vibration had to be accepted, fatigue was combated with many small design changes. One type of fabrication that proved especially resistant employed Convair's patented Metlbond process, in which a rubber-base adhesive is applied between surfaces and set under pressure and heat. In such secondary structures as stiffening panels, this "spreads the stress" instead of concentrating it along rivet attachment lines.

Production models started coming off the line in August, 1947, delivered without armament as familiarization trainers. The first service delivery was made the following June to the Seventh Bomb Wing at Carswell. On Dec. 7-8 a Carswell B-36 established its range with a simulated mission to Hawaii, flying 9,600 miles nonstop and dropping a 10,000-pound load en route home.

Industry Practice and AF Procedure Reconciled During Year-Long Tours

Another team of Air Force officers has completed its year in Education-with-Industry at General Dynamics/Convair.

Maj. Jack H. Thacker and Capt. Henry H. Conner Jr. are reporting for new assignments following a tour of duty at the division. Major Thacker will be attached to the deputy chief, buying division, Hdqrs. Air Materiel Force, European Area, Chateauroux, France. Captain Conner is based now at Ogden, Utah, with production procurement division, Hdqrs. Ogden Air Materiel Area, Hill AFB.

Since GD/Convair entered the Education-with-Industry program in 1956, two Air Force officers have come each year to learn the details of the company's operations on the spot. (GD/Fort Worth was the first company division to join the Air Force program. So far, 11 groups of AF officers have been based at the Texas plant. Astronautics has participated the last two years.)

Other officers who have chosen GD/Convair for their familiarization with an aircraft industry are Lt. Col. J. N. Raymond, Maj. (now Lt. Col.) Louis M. Van Der Beek, Maj. Harold Wanfried, Maj. Gordon Palmer, Maj. (now Lt. Col.) Kenneth B. Gorton, Capt. Thomas O. Townes.

All are production procurement career officers carefully selected by AF Institute of Technology, Wright-Patterson AFB, Ohio, for the executive development program. Value of the joint AF-industry program is principally the exchange of first-hand information and the opportunity to learn and observe operations and business practices of industry. In return, companies receive the same detailed information on AF procedures.

In many cases, AF officers have been able to pinpoint ways in which companies can improve methods or cut costs, or better comply with AF requirements.

According to Mark Saunders Jr., who has administered the program under educational services since its inception at GD/Convair, the cooperation of all

executives within the company has added immeasurably to its success.

During their year with GD/Convair, the AF men become a part of the company—with full executive privileges and complete freedom of the plant; access to all areas and information within the company. Although their attention is directed mainly to material—its procurement and handling, their time is apportioned so that they can make the rounds of all departments and factory areas, spending a week or two in each.

GD/Convair will be welcoming a new pair of AF officers into the company next month.



"GOOD-BYE"—D. C. Wilkens Jr., GD/Convair manager of industrial relations, bids farewell to AF officers, Maj. Jack H. Thacker and Capt. Henry H. Conner Jr., as they end year at San Diego plant.

Gun Club Sets Special Shoots

Dove hunting season gets under way soon, and General Dynamics/Fort Worth nimrods will have two special opportunities to practice their marksmanship this month.

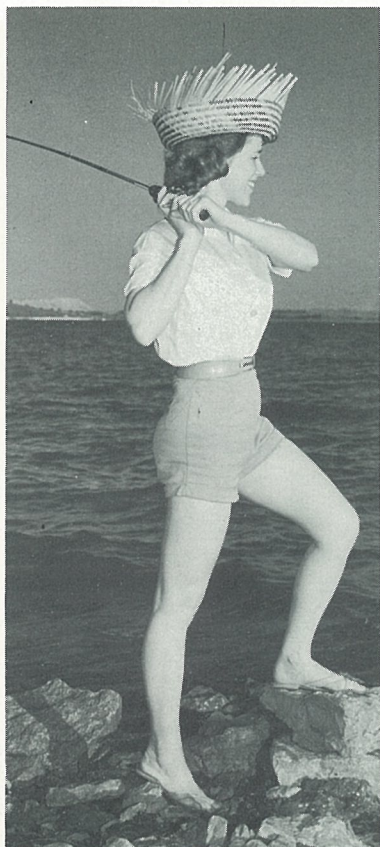
CRA's hunting activity has scheduled shoots at Fort Worth Skeet and Gun Club Aug. 12 and Aug. 26. Shooting will be from 8:30 a.m. to 12:30 p.m. both dates.

Commented A. P. Turner, Dept. 22-5, who is coordinating the activity while Commissioner Bill Parrish is on special assignment out-of-state:

"Do you bird hunters remember how hard they were to hit the last of the 1960 season? They're not going to be a bit easier a month from now. It's time to get those shotguns out of moth balls and start getting in a little practice.

"It isn't necessary to be a member of CRA Gun Club to shoot trap or skeet; it isn't necessary for you to qualify as a professional to participate.

"However, if you are a pro, come on out to our shoots and we'll have you show the rest of us how it's done."



FISH GOT FOOLED—Pretty Kay Rodabough, Dept. 9-0 accounting clerk, decided to try her hand at winning CRA's monthly prize for biggest fish catch. After sighting spot to throw plug,

she's dismayed to find it went in wrong direction. Subsequent tries got Kay a fish. While it's no prize winner, Kay's proud of it. (Photos by Don Brink).

Table Tennis Site Changed for Sunday

Sunday table tennis matches, formerly played in the Fieldhouse, will be in the main CRA Clubhouse in the future, from 1 to 6 p.m.

Play on second and fourth Fridays, from 5 to 11 p.m., will continue in the Fieldhouse, Commissioner Mounty Burt announced.

Club Changes Dates For Chess Meetings

Chess Club meeting dates have been changed from every Friday to the first Wednesday of each month at 7:30 p.m., announces Commissioner Ed Grimm. The club meets in the CRA Council room.

Plans are under way for a team match between CRA and the city club, Grimm said.

Contest

Catch Big Fish, Snag Big Prize Given by CRA

CRA fishermen are vying for monthly prizes for the biggest catches, and 10 valuable rods have been awarded to date.

Monthly contests probably will continue through October, or perhaps "as long as the fishing's good," a CRA spokesman said.

Prizes go each month to the angler who reports catching the biggest black bass, and to the one reporting the biggest crappie caught. To be eligible for the prizes, fishermen must register their catches with the CRA office. Weight of the fish must be certified in writing by a second person—usually a camp or minnow station operator.

Latest monthly contest winners are T. P. Presley, Dept. 6, who caught a 5¼-lb. black bass at Lake Leon; O. L. Lindsey, Dept. 82, close behind with a 5½-pounder from Lake Texhoma, and A. J. Emerson, Dept. 24-1, who snagged the biggest crappie (1½ lbs.) at Lake Benbrook.

All General Dynamics / Fort Worth employees are invited to register their catches in the CRA office.

European Trip Deadline Near

Friday's the final deadline for reservations for CRA's proposed bargain-rate European tour next month, Commissioner E. L. Magers announced.

An all-expense, two-week tour costing \$550 per person would include England, Belgium, France, Switzerland, Austria, Germany, Holland and Lichtenstein.

The tour is offered to General Dynamics/Fort Worth employees and members of their immediate families. Fare includes round-trip plane transportation from Fort Worth.

BRIDGE PLAYERS TO HAVE TOURNEY

CRA's bridge activity will sponsor a tournament next month, with dates to be announced later, said Commissioner W. J. Culbertson.

"For relaxation and enjoyment, all bridge players are encouraged to participate in either day or night games at CRA Clubhouse," he added. "Weekly duplicate games will be beneficial to all tournament players and beginners too."

Admission Free to One-Act Plays Slated by 'Workshop' Thespians

Young actors who have been attending Wing and Masque Summer Theater Workshop will appear in three one-act "Showcase" plays tomorrow and Friday in the Playhouse at 2966 Park Hill Drive.

Curtain time will be at 8:15 p.m. Admission is free.

Elizabeth Brown and Merryanne Soter portray teen-agers on a treasure hunt in "End of the Rainbow," directed by Paul Hinds. Nancy Luckins and Hugh

adapted by director Pieter van der Vliet from William Butler Yeats' poetic "The Land of Heart's Desire."

Workshop members Friday heard a talk by Dr. Josh P. Roach, professor of speech at Texas Women's University in Denton. Specializing in radio and television at TWU, Dr. Roach is also the supervising director of the university's annual Child Drama Festival.

Boaters to Cruise Lake Whitney Soon

Fourth cruise of the current season is set for Boat Club members Aug. 26-27 on Lake Whitney. Boaters have cruised Lake Worth, Lake Texhoma and Possum Kingdom in recent weeks.

Bill Bierwirth, Dept. 27-3 quality control engineer, will be Cruise Master for the Whitney outing.

A business meeting will be held at 7:30 p.m. Aug. 16 in CRA Clubhouse.

New Adult Classes In Tennis Planned

Anyone for tennis? Commissioner Hal Collins said new classes will be organized for men and women, if interest justifies. Register in CRA office.

Proposed classes would be on Tuesday nights through August and September.

Log Book Entries

Promotions

Promotions to and within supervision, professional and administrative effective July 17:

Dept. 6: to aerosystems engineer, D. C. Morrison, J. R. Young; to nuclear group engineer, B. D. Dodd; to operations analyst senior, L. C. Pinkel; to project aerosystems engineer, G. L. Marcheseau Jr.

Dept. 7: to superintendent, J. D. McEachern; Dept. 8: to manufacturing engineer A. B. W. Parks.

Dept. 11: to contract representative, W. C. Beck, J. R. Smith; Dept. 21: to spares assistant supervisor, E. W. Wakefield; Dept. 27: to senior vendor quality control representative, J. M. Gooch.

Dept. 87: to buyer, G. B. Gentry; to buying supervisor, J. T. Dickenson; to subcontract management representative, A. M. Appleby.

Awards

The following received Employee Suggestion awards totaling \$762.10 for the period ending July 12:

Dept. 4, J. T. Roberts; Dept. 25, J. R. Grubbs, R. T. Murray, F. R. Rains; Dept. 27, J. F. Shipp; Dept. 28, D. R. Cathey, J. A. Hardison Jr.

Dept. 30, J. R. Fritts, I. W. Daniel; Dept. 32, M. H. Lemme, J. M. Littlejohn, V. L. Ragsdale, W. E. Wright.

Dept. 33, D. D. Rollins; Dept. 35, C. D. Beaird, I. G. McBryde, F. M. McGee; Dept. 41, P. M. Vandever.

Dept. 48, W. A. Townsend; Dept. 54, T. Townsend; Dept. 57, C. B. Ball; Dept. 58, T. A. Garcia.

Dept. 65, H. O. Burchfield; Dept. 74, L. R. Deese; Dept. 75, J. B. Cruise, M. T. Paddock, H. L. Watkins.

Retirements

FILE—G. W., Dept. 82. Seniority date July 24, 1942 (FW), retirement effective July 28. 926 Alston, Fort Worth, Texas.

Births

MARTIN—Rodney Wendell, boy, 5 lbs. 12 ozs., born July 15 to Mr. and Mrs. Buddy Martin, Dept. 17-1.

Deaths

PRATER—R. G., Dept. 25, died July 18. Survivors include his wife, one son, his mother, and two sisters.

REEVES — Johnnie, Dept. 24-7, died July 14. Survivors include her husband, one daughter and mother.

BAKER—C. J., Dept. 82, died July 14. Survivors include his wife, two daughters, his mother, one brother and two sisters.

Personals

I wish to thank all my friends at General Dynamics/Fort Worth for their many acts of kindness after the recent misfortune occurring to me and my family when our home burned.

L. E. Laxson, Dept. 20-2.

Hitchhikers

Ride Wanted From

3148 Greene Ave. (TCU), 8 a.m. shift, call J. C. Huddleston, WA 7-7581.

4913 Virgil St. (Poly), 8 a.m. shift, call C. E. Allen, JE 6-8631.

1814 Eighth Ave., 8 a.m. shift, lot 3, gate 10, call Pauline Carselowey, WA 3-3715.

2021 Carleton (Arlington Heights), 8 a.m. shift, call E. L. Clerc, PE 8-0238.

Riders Wanted From

Hurst, 7 a.m. shift, lot 3, call W. J. Littrell, AT 4-0736.

Southeast Poly, 8 a.m. shift, call E. R. Wingfield, JE 6-6607.

Azle, Texas, 8 a.m. shift, call A. R. Stramski, CL 7-4335.

Handley, Meadowbrook area, 7 a.m. shift, call GL 1-4734.

Meadowbrook Dr.-Sandy Lane intersection (East Handley), 7 a.m. shift, call E. W. Eidson, GL 1-4778.

Car Pools

MEMBERSHIP WANTED — from 852 Dora, Hurst, 8 a.m. shift, cafeteria lot, call J. E. Warwick, BU 3-2351.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego-Palmdale-Holloman, Pomona, Astronautics, Astronautics Off-Site, and Mail Edition) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 72, Administration Building, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Dave Lewis, Fort Worth editor; Louise Sutton, Mary Beck. Mail zone 0-50.

Astronautics Editorial Offices, Bldg. 8, Astro Site, ext. 3322. Staff: Bryan Weickersheimmer, Astronautics editor; Willard Harwood.

Pomona Editorial Offices, Room 106-D, Bldg. 1, ext. 6226, mail zone 3-3, Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Palmdale news representative, CRA office, Room 36, Bldg. 301B, ext. 331, Palmdale facility. Holloman: O. J. Ancel, industrial relations, ext. 20, Holloman AFB.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, August 2
ARCHERY: shoot, 7 p.m., CRA archery range.
ASTRONOMY: meeting, 7:30 p.m., CRA.
CHESS: meeting, 7:30 p.m., CRA council room.

Thursday, August 3
BADMINTON: free play, 8-10 p.m., CRA Fieldhouse.
RADIO: operating night, 7:30 p.m., CRA.
SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.

Friday, August 4
BRIDGE: duplicate session, 7:45 p.m., CRA.
RANCH ACTIVITY: business meeting, 7:30 p.m., CRA.

Sunday, August 6
ARCHERY: shoot, 2 p.m., CRA archery range.
GO KART: race, 2 p.m., CRA.
TABLE TENNIS: play, 1 p.m., CRA Clubhouse.

Monday, August 7
MOVIE: "Champagne for Caesar," with Ronald Coleman. Shown lunch period, 50-foot aisle.
JUDO: classes, 7:30 p.m., YMCA.

Tuesday, August 8
COIN CLUB: meeting, 8 p.m., CRA.
ROCKHOUNDS: meeting, 7:45 p.m., CRA.

Wednesday, August 9
ARCHERY: shoot, 7 p.m., CRA archery range.
ASTRONOMY: meeting, 7:30 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
CAMERA: program, 7:30 p.m., CRA.

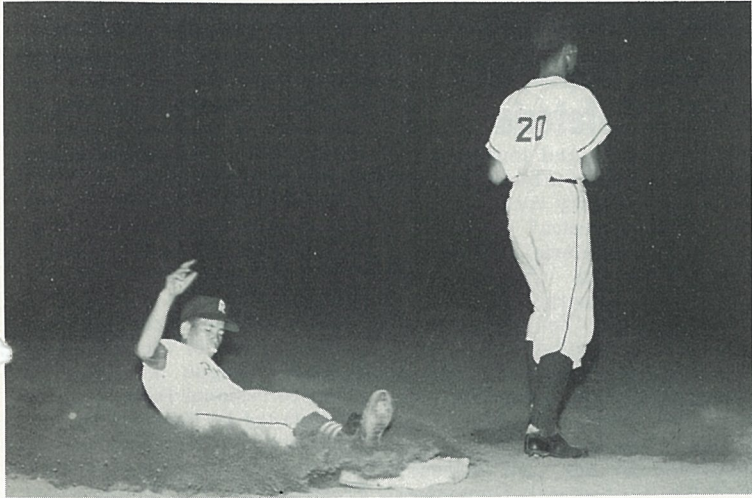
Thursday, August 10
BADMINTON: free play, 8-10 p.m., CRA Fieldhouse.
RADIO: operating night, 7:30 p.m., CRA.
SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.

Friday, August 11
BRIDGE: duplicate session, 7:30 p.m., CRA.
GO KART: race, 7:30 p.m., CRA.
TABLE TENNIS: play, 5-11 p.m., CRA Fieldhouse.

Sunday, August 13
RANCH ACTIVITY: play day, 2 p.m., CRA ranch area.
TABLE TENNIS: play, 1 p.m., CRA Clubhouse.

Monday, August 14
MOVIE: "When You're Smiling," with Frankie Laine. Shown lunch period, 50-foot aisle.
JUDO: classes, 7:30 p.m., YMCA.

Tuesday, August 15
STAMP CLUB: picnic, 6:30 p.m., CRA.
Wednesday, August 16
BRIDGE: duplicate session, 9:30 a.m., CRA.



ROCKETS ROLL—Richard Armstrong, Rocket first-sacker, raps base hit in Rockets 13-1 finale triumph over B-58 nine. Below, second baseman Lance Strong (with assist from full-blown bubble gum), steals third.

Rockets, Indians Enter Association Finals After Winning CRA Titles

Two CRA junior baseball teams are battling it out this week in Texas Teen Age Baseball Association playoffs.

Rockets, winner of the Sophomore League, enter a playoff series which starts tonight in Irving. Entries are Denton, White Settlement, Benbrook, Fort Worth, Riverside, Irving, and Hurst.

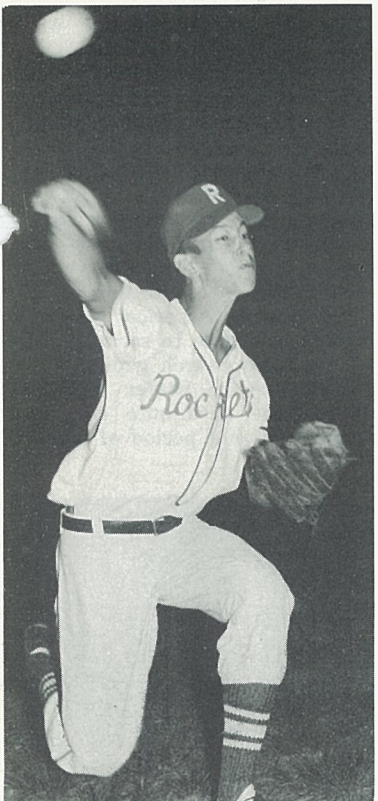
Indians, who compiled 16 wins against only 4 losses in winning the Freshman League, opened their playoff series on the Benbrook diamond last night. Euless, Whitesboro, Hurst and Benbrook are entered.

Rockets swamped the B-58s 13-1 in a season finale, emerging with a 14-won, one-tied record over the 1961 season. The one blemish against the hard-hitting Rockets was a three-inning 4-4 tie early in the season.

Sporting a .309 team batting average, Rockets boasted four sluggers who hit .350 or better: Eddie Baggett, .500; Tom Croft, .370; Danny Crabb, .357; and Byron Cox, .350.

Cox's seven homers gave him a lead in this department. And the versatile Crabb also had a perfect season on the mound, notching 10 victories without a single loss.

Rocket managers are Bob Strong, Dept. 3-2, assisted by D. W. Batts, 27-4. Team members are Baggett, Richard Bailey, Richard Armstrong, Crabb, Croft,



MOUND ACE—Danny Crabb shows form which carried him to spotless 10-0 pitching record for Rockets.

Ronnie Armes, Larry Tout, Dennis Iker, David Rogers, Mike Stinson, Ted Fay, Dee Batts, Milton Lowry, Cox, Lance Strong and Buddy Jackson.

C. F. Holder, Dept. 27, is Indians' manager. Team members are Modesto Martinez, David Cranford, Sidney Bailey, Allen Roberts, Larry Buck, Johnny Johnston, Kerry Funderburk, Kenneth McGraw, Lowell Holder, Ralph Cox, Jerry Frost, Larry Graber and Mike Connelly.

Plantwide Golf Tourney Starts CAFB Saturday

Ray Massey, Dept. 6 illustrator, will defend his title as plantwide golf champion in CRA's annual tournament beginning Saturday.

Massey snagged the title last year with a 295 for 72 holes.

Championship and first flight will be a 72-hole medal to be played at Carswell AFB links. Remaining flights will be match play, 16 players each, on the course of the players' choice.

Title flight will consist of the low 40 handicaps and ties, with 72 holes of medal play determining the winner. After 36 holes the flight will be cut with the low 20 and ties continuing in the championship flight and the remainder forming the first flight.

To be eligible for the tournament, a player must have a handicap established and on file in CRA office. A minimum of three 18-hole scores is necessary to establish a handicap.

Prizes will be awarded the first four places in the championship and first flights, and to the winner and runner-up in each match play flight, Commissioner L. H. Armstrong announced.

Camera Group Meets

Camera Club members will hear a program on the theme "An Artist Views Photography" at 7:30 p.m. Aug. 9 in CRA Clubhouse.

A color-slide contest is scheduled for 7:30 p.m. Aug. 23.

Netters Needed

Vacancies still exist in the Men's "Over 40" Tennis Club, whose members play each Thursday at 7 p.m. on the CRA courts. Registration's in CRA office.

Is It News?

Is it news? Then grab a telephone and call Convairiety



Hugh Scott, Sr. Design Engineer, Named Skin-Diving Commissioner

Hugh M. Scott, a Dept. 6 senior design engineer whose wife is a skin-diving champion, is the newly-appointed commissioner of CRA's skin-diving activity.

He succeeds Jack Swain, who is no longer with the company.

A graduate of Texas A & M College, Scott has been with General Dynamics / Fort Worth 10 years. He said plans are under way to attract new members into the Aquacrats, as participants in the activity have dubbed themselves.

Scott, who has been diving about two years, said it's not unusual for his family to drive hundreds of miles over a weekend to compete in skin diving events.

Future plans of the Aquacrats include acquiring an air compressor, according to the new commissioner.

New Dance Lessons

A new series of weekly square dance lessons for beginners starts Aug. 10 at 7 p.m. in CRA Clubhouse. Cost per couple for the 10-week series is \$3. Melton Luttrell will be instructor-caller.

Dr. "Fuzzy" Douglas Finds:

Badminton, Popular at CRA, Said to Require More Skill, Energy Than Baseball or Football

Badminton may look easy.

But according to Commissioner H. R. Harrison, the game requires more coordination and skill than baseball, football, tennis or hockey.

"Badminton's the toughest of them all," says Harrison, pointing to findings of a six-year study by Baylor University's physical education department, under Dr. "Fuzzy" Douglas.

CRA's badminton enthusiasts play on the Fieldhouse courts at 6 p.m. on Tuesdays and at 9 a.m. Saturdays.

Excerpts from the Baylor report, as quoted by Harrison:

In an average singles game, lasting 20 minutes, a player:

Makes 350 complete changes in direction, covers over one mile, makes 400 strokes, expends as much energy as a baseball pitcher does in three complete games, or in one rally as much energy

as a football player uses in an entire game.

The shuttle at times travels at speeds of 120 miles per hour.

A player's pulse rate rises on an average from 72 to 120, while blood pressure increases from 120 to 145.

"No other game requires a player to move more incessantly and in more diverse ways," says Harrison. "He is obliged to start at a moment's notice in any direction—backward, forward, or sideways.

"He must hit on the backhand as well as the forehand, at all different heights, especially overhand. His strokes are made with every degree of force, from the gentlest to the most violent. Handwork involved is extremely delicate."

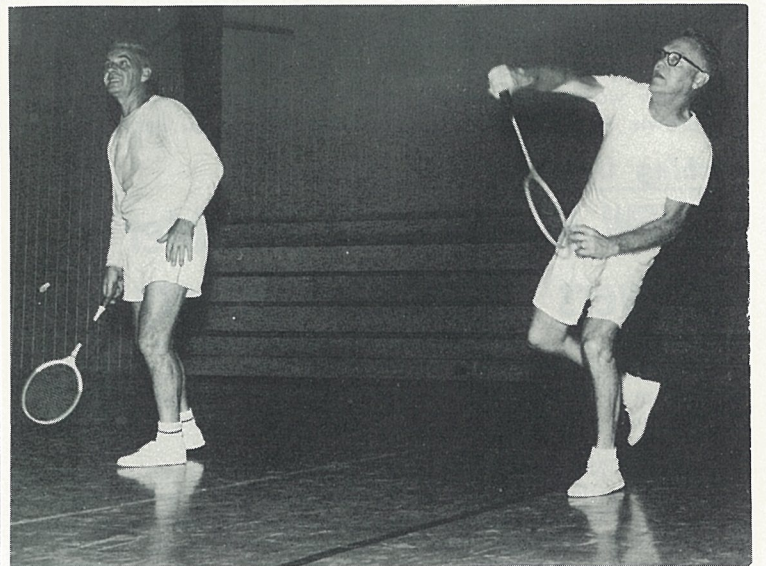
A surgeon remarked that his operating time was reduced by approximately 30 per cent when

Plant Softballers Vie For Championship

Top eight teams of the 21 competing in CRA's softball season just ended were announced by Commissioner R. L. Evans, and the fourth annual plantwide tournament was getting under way at Convairiety press time.

Weekend play on the CRA diamond was to determine the plantwide champion.

Teams competing in the tournament were Depts. 64 and 75 of the Tuesday Night League; Aerodynamics, Aerospace, Liaison and Dept. 17-2 were the top four teams of the Engineering League; Depts. 35 and 20 paced the Second Shift League. Members of the championship team were to receive individual awards.

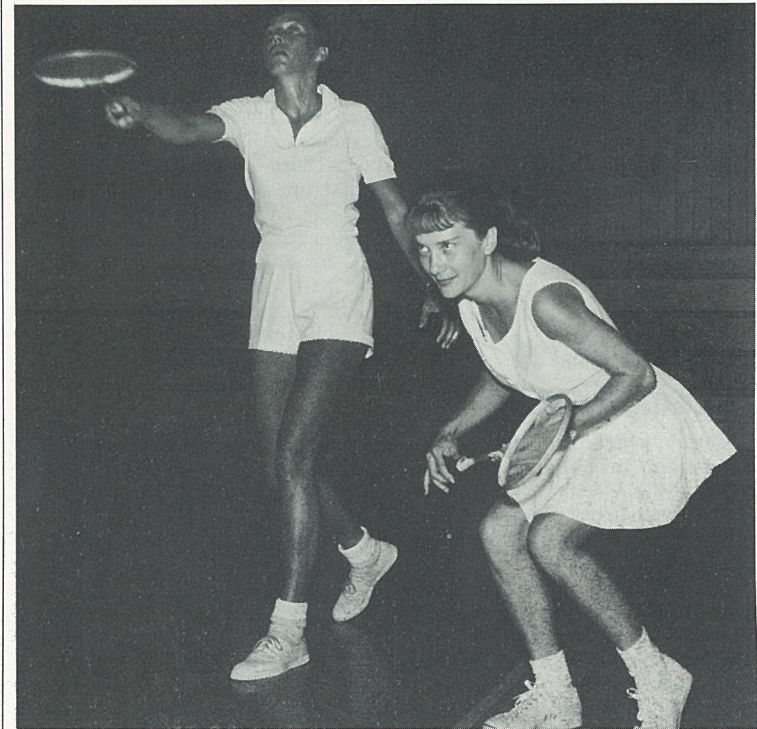


BADMINTON BUFFS — Regular players on CRA Fieldhouse courts are Elly Ellsworth, left, Dept. 6, and Claude Neil Jr., Dept. 24, poised for a shot at the bird. They find game strenuous but relaxing after a day's work.

The Passing Years

The following emblems were due during the period August 1 through August 15:

Twenty-year: Dept. 3, F. F. Gignilliat; Dept. 4, G. E. Coffman; Dept. 5, W. J. Leatherwood.
Dept. 6, R. L. Sullivan, P. Shannon, D. H. McCracken; Dept. 7, W. O. Penick, R. W. McGuffee, J. E. Eagle.
Dept. 8, R. L. Kinsey; Dept. 24, H. R. Montgomery; Dept. 27, J. D. McCaig, J. T. Howell, J. H. Crouch.
Dept. 28, H. C. Graham Jr.; Dept. 29, R. J. Howard, C. C. Davis Jr.; Dept. 56, M. T. Lloyd, R. V. Lamb Jr.
Dept. 58, C. R. Carter; Dept. 63, L. Ellich, C. Baber; Dept. 64, C. L. Stevenson, A. E. Jackson, W. C. Evans Jr., C. B. Cook, R. E. Brown.
Dept. 65, B. J. Ward, F. J. Schieman; Dept. 81, O. H. Hill, C. A. Jenkins, V. C. Almand; Dept. 82, J. A. Waddle, J. W. Hamby; Dept. 94, J. O. Muncy Jr.
Fifteen-year: Dept. 4, R. K. Baxter; Dept. 6, R. P. Scott, J. H. Roberts, A. A. Norman; Dept. 7, J. O. Queen.
Dept. 15, F. V. Boone; Dept. 20, M. E. Norman; Dept. 21, C. L. Stinson; Dept. 24, B. L. Thomas, J. S. LaDue.
Dept. 30, E. H. Lawrence; Dept. 32, P. Johnson; Dept. 35, W. F. Kelly; Dept. 36, J. C. Rozanski, G. G. Wallace, G. H. Light.
Dept. 54, J. D. Little, R. L. Marsh, J. E. Bagley; Dept. 55, W. H. Sapp, C. D. Guthery, W. E. Britt.
Dept. 56, D. King, F. W. Hall, J. D. Stepp Jr., T. Beavers; Dept. 57, R. P. Thompson.
Dept. 58, W. S. Turnpaugh Jr., I. L. Walraven, B. J. Richmond Jr., J. P. Duke.
Dept. 63, F. F. Thompson, J. T. Hathcock; Dept. 64, R. K. Walker, W. R. Martin, H. F. Madewell, J. J. Day.
Dept. 65, H. E. Hoover, J. W. Burris, R. C. Bell; Dept. 73, D. W. Short; Dept. 75, E. G. Bowden; Dept. 82, W. C. Israel, F. M. Thames.
Ten-year: Dept. 6, J. K. Watson, R. F. Smith, G. H. Robertson, T. L. Ream, W. T. Pietrzak, F. M. Paget Jr., R. N. Haskell, D. N. Harper, R. F. Falkenbury Jr., W. W. Elsner, R. J. Chandler, M. F. Brust.
Dept. 8, D. H. Norton, W. D. Milligan; Dept. 10, L. E. Bowman; Dept. 11, P. C. Pharr; Dept. 15, J. R. Henry, O. D. Faith, C. H. Corbin.
Dept. 20, D. D. Wall, E. Brown; Dept. 21, C. W. Doyle Jr., W. Vandergriff, R. J. Schwartz, I. R. Cagle Jr., B. G. Meissner, S. H. Allen.
Dept. 22, L. F. T. Newberry, M. F. Mitchell, M. T. Jones; Dept. 23, F. H. Crane; Dept. 24, H. R. Woglom.
Dept. 25, L. C. Strube, R. J. Purdy, A. E. Cleaver; Dept. 27, J. D. Landers, W. L. Bierwirth.
Dept. 29, S. A. Kulibert; Dept. 30, R. C. Hamm, J. F. Cooper; Dept. 64, W. B. Sharp Jr.
Dept. 81, K. W. Brown, H. W. Thurman, B. L. Harris, E. J. N. Merrill, T. E. Wallace, B. T. Watson, R. I. Wright, W. T. Williamson.



KEEPING TRIM—Frequent badminton games help them do it, Thelma Harrison, left, and Bonnie Neil have discovered. They're wives of Roy Harrison, Dept. 6, and Claude Neil Jr., Dept. 24; often team against their husbands on CRA courts.



LOTS OF CARE—Melody Raye Brown, left, and her twin, Melinda Kaye, both want to be nurses like their mother, FW's Mrs. Edith Theo Brown. Melody Raye recently underwent open heart surgery.

Catching Up!

GD/FW Nurse's Twin Daughter Recovers From Heart Surgery

A General Dynamics/Fort Worth nurse faced the toughest case in her life recently. Both she and her patient are doing fine.

Nurse is Mrs. Edith Theo Brown. Her patient: her 10-year-old daughter, Melody Raye, who underwent open heart surgery in Harris Hospital, June 29.

Melody's blood system was

completely replaced. She was given 16 pints of blood by transfusion during the operation. Normal supply in the human body is 10 pints.

Mrs. Brown took emergency leave from her GD/FW dispensary station and two other "nurses" in the family helped out, too: Melody Raye's identical twin, Melinda Kaye, and the girls' 15-year-old brother, Eddie.

Doctors early discovered Melody's heart defect: a hole about the size of a quarter between her heart's two upper chambers. They advised delaying corrective surgery until the little girl was older.

As the years went by, techniques in heart surgery progressed—and so did Melody. But her enlarged and defective heart caused her to tire quickly. She weighed only 35 pounds, compared with her sister's 62. But following surgery her recuperation has been remarkably rapid. Doctors give Mrs. Brown every hope that Melody soon will catch up with her twin in health and strength.



KIBITZER—L. R. Deese, painter in FW's Dept. 74, looks on as sewing machine operator Pearl Walker nips thread from seam with device Deese suggested.

Spring-Loaded Thread 'Nippers' Suggested As Simple Method to Save Sewing Time

L. R. Deese, Dept. 74 aircraft painter who never sewed a seam in his life recently pocketed a \$62.50 ES award—pertaining to sewing.

The 10 sewing machine operators in Dept. 74 (finishing) are all women. They sew all types of upholstery for the B-58's interior.

Deese observed their use of scissors to cut thread at the end of each seam, necessitating picking up the scissors and putting them aside each time.

He suggested the operators wear a pair of spring-loaded

"nippers" which fit the thumb and remain in hand during the sewing cycle.

The nippers cost a total of \$18, but first year's installed savings is estimated as \$625.

Where does a man who never sewed in his life get an idea of such help to seamstresses?

Deese, who lives in Itasca, has friends who work in a garment factory there, where he observed the operators using the same type nippers he recommended.

The observation was a profitable one—to Deese and to the company.

Thousands From GD/FW Will Tour 'Six Flags' This Week, Bargain Rate

Well over 20,000 General Dynamics/Fort Worth employees and their families are expected to tour fabulous "Six Flags Over Texas" today and tomorrow.

The colorful spectacle will be open to GD/FW employees only from 10 a.m. to 12 midnight Aug. 2 and 3.

Special coupons enabling employees and members of their families to attend at the special price of \$1.75 each are still available at CRA. (A total of 30,000 coupons were made available—15,000 for Aug. 2 and 15,000 for Aug. 3.) Employees must attend on the day indicated on the coupon.

Coupons must be picked up only before and after regular working hours, and during lunch periods and breaks.

Parking is free. All rides and attractions inside the grounds are also free. Restaurant and refreshment stands will sell hamburgers at 35 cents, French fries, 15 cents, cold drinks and coffee, 10 cents, and chicken dinners from 75 cents to about \$1. No alcoholic beverages will be served.

Employees traveling the Turnpike to Six Flags exit at Highway 360. Persons taking Highways 80 and 183 also turn at Highway 360.

Shade picnic areas are available near the parking lot. Families wishing to picnic can get a

passout check to leave the entertainment area, then return.

C. V. Wood, designer of Six Flags, advises the wearing of comfortable, low-heeled shoes. Some families, he said, tag youngsters, or have some means

Stromberg-Carlson Consoles Displayed In FW's Cafeteria

A brand new and lower-priced series of Stromberg-Carlson stereo high fidelity consoles named "Young America" go on display in the cafeteria this week.

Introduced in Chicago last month by General Dynamics/Electronics, the "Young America" series will be available in a \$170 to \$135 price range for stereo phonographs, and from \$225 to \$380 for stereo radio/phonographs. Prices include an approximate 25 per cent discount available to General Dynamics/Fort Worth employees.

The new sets come in five finishes—mahogany, walnut oil, Danish walnut, maple, and cherry. Styles available are contemporary, early American and French provincial.

Employees who obtain certificates may also purchase the Stromberg-Carlson five-record album, "Broadway Stereo Festival," for only \$7.95 while the supply lasts. The limited edition, valued at over \$30, contains a wide variety of hit tunes from leading Broadway shows of the past 30 years.

Private demonstrations are tentatively set for Western Hills Hotel in September.

Jack Hebenheimer, district sales manager of GD/Electronics, said definite dates would be announced soon.

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GD/FW'S FIRE CHIEF INSTRUCTS COURSE

Fire Chief C. H. Jones of General Dynamics/Fort Worth, and Mason Lankford, Dept. 28-7, county fire marshal, served as instructors at a recent short course in fire fighting sponsored by Texas A&M College.

Approximately 1,500 paid and volunteer firemen from throughout the Southwest, including Mexico, attended the July 24-28 course.

GD/FW has at least 15 men who serve as volunteer firemen in their respective communities. They include two chiefs and an assistant chief.

Nine of them work in the same department, No. 25 (plant engineering). They are J. B. Smith, Eagle Mountain captain; J. N. Ferguson, Aledo; A. W. Smith, chief at Keene; G. N. Owens, De Leon; R. D. Reece, White Settlement; K. G. Mikeal, Azle, and A. D. Craft, A. T. Huffhines and W. L. Riley, all of River Oaks.

Others include W. D. Gordon Jr., Aledo, Dept. 41; W. M. "John" Frye, River Oaks marshal, Dept. 24-1; W. E. Wiley, Dido chief, Dept. 81; M. E. Greene, secretary-treasurer of Saginaw volunteer firemen, Dept. 28-1; A. W. Ray, Rendon lieutenant, Dept. 36, and W. C. "Bill" Hillin, assistant Sansom Park chief, Dept. 64.

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Toastmasters Elect Ward as President

Maurice Ward, Dept. 10, has been elected president of the Longhorn Toastmasters Club. He replaces George Morgan, who resigned recently.

Ward announced that the Longhorn Club would hold a joint meeting with Cowtown Toastmasters Aug. 15.

of identification on them in case they get lost and are too small to tell anybody who they are.

CHOICE PRO GRID SEATS OFFERED

A block of 1,000 choice seats to the Dallas Texan-Denver Bronco pro football game at Farrington Field Aug. 25 are available at discount price to Management Club members and their families.

Regular \$3.50 tickets—all inside the 40-yard lines—will be on sale for \$3.15 at regular ticket stations from Aug. 9 through Aug. 24.

The exhibition game between the two titans of the American Football League will be the first professional football game ever played in Fort Worth.

"We're happy to be a part in it," said Management Club President E. G. Henderson. "This is our chance to help show Fort Worth is a good sports town."

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Zone Manager Confers at FW

Fred Johnson, Zone B manager of National Management Association, conducted an all-day orientation July 20 for Management Club officials at General Dynamics/Fort Worth.

Aimed at familiarizing club officials with NMA policies and procedures, it was the first such meeting to be held at the Fort Worth plant.

Johnson met with the entire board of directors from 9 to 10 a.m., then held various individual conferences with:

G. D. Boesch, program chairman, and committee; J. H. Payne, corresponding secretary, and E. L. Clerc, awards chairman; Mel Gross, public relations chairman, and committee; E. R. Weiher, membership chairman, and committee.

J. B. Kynard, indoctrination chairman, and committee; Jim Witte, "Selling America" chairman, and team; J. B. Alldredge, management development chairman, and committee; and concluded with a meeting with President E. G. Henderson and Board Chairman Doc Wittchell.

'Selling America' Team Leads All in Nation

(Continued from Page 1) and Sherman.

Witte reported that the GD/FW team was "well ahead" of other NMA "Selling America" teams at this point.

Comprising the team are: Witte, Dept. 3-5; Ed Clark, Dept. 85; Warren Drebing, Dept. 23; B. E. Justice, Dept. 27; Enis Kerlee, Dept. 19; Sid Bobbitt, Dept. 19; J. G. Hargrove, Dept. 28; and Maurice Ward, Dept. 10.

George W. Morgan, Dept. 85 employee who recently transferred to an Astronautics off-site base at Dyess AFB, also made a number of presentations.

The "Selling America" presentation is available to social, civic, fraternal and church groups.

"Some groups prefer to have each of the 25-minute sessions scheduled over a period of time," Witte said.

BOMB WING GETS NEW COMMANDER

Col. Everett W. Holstrom has been named commander of Carswell's 43rd Bomb Wing, replacing Col. James K. Johnson, who was appointed director of operations for the 19th Air Division.

Colonel Holstrom commanded the 4130th Strategic Wing of Bergstrom AFB from September, 1959. He formerly served as chief of operations, plans division, at SAC headquarters.

A member of Doolittle's famed Tokyo Raiders in World War II, Colonel Holstrom commanded the 11th Bomb Squadron from early 1942 through 1943.

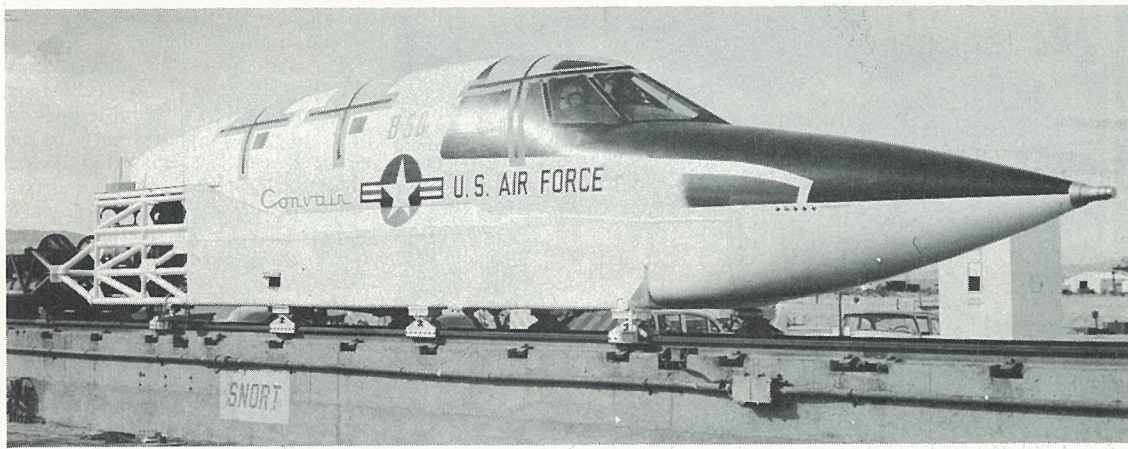


ORATORS—"Selling America" team honored at recent Management Club meeting included, from left: Warren Drebing, Ed Clark, Sid Bobbitt, J. G. Hargrove, Jim Witte, Maurice Ward, B. E. Justice, and G. W. Morgan. Not pictured is Enis Kerlee.



SAN DIEGO, POMONA AND ANTELOPE VALLEY, CALIFORNIA

DAINGERFIELD AND FORT WORTH, TEXAS



READY TO 'ROLL'—B-58 nose section mounted on sled is poised for high-speed ride on 4.1-mile railroad-type track on Mojave Desert. (Note dummy inside.) Rocket-powered sled is used to test ejection system.

B-58 Nose Used For Supersonic Mojave Testing

Convair Fort Worth test crews use one of the world's few supersonic sled runs to test the crew escape systems on the nation's first and only supersonic bomber—the B-58 Hustler.

The sled run is the Supersonic Naval Ordnance Research Track at Inyokern on the Mojave Desert.

To perform the tests, engineers use a B-58 nose section built at Fort Worth. The section—complete with ejection system—is mounted on the sled which scorches down the 4.1-mile track. When it reaches the required speed, a dummy is ejected in the same fashion a pilot would leave the B-58 in an emergency.

J. E. Hickok, senior test engineer, said the tests help to determine "what a human would be subjected to in such an escape." Data is obtained by means of instruments attached to the dummy and from extensive camera coverage.

The sled, powered by rocket engines, is mounted on steel and aluminum "slippers" which slide on railroad-type rails. At the end of a run, the track slopes gradually into a trough of water that brings the sled to a safe stop.

A parachute is used during most ejections to ease the dummy to the ground.

Other Convair employees on the project are: C. R. Denmon, M. C. Krause, G. W. Larson, C. C. Hall, P. Shannon, Cecil Johnson, and Ed Allen, Dept. 6; and J. C. Boatnam, J. Leath, W. R. Garrett, J. W. Tackett and G. Cain, Dept. 36.

PLANE ARRESTING GEAR INSTALLED

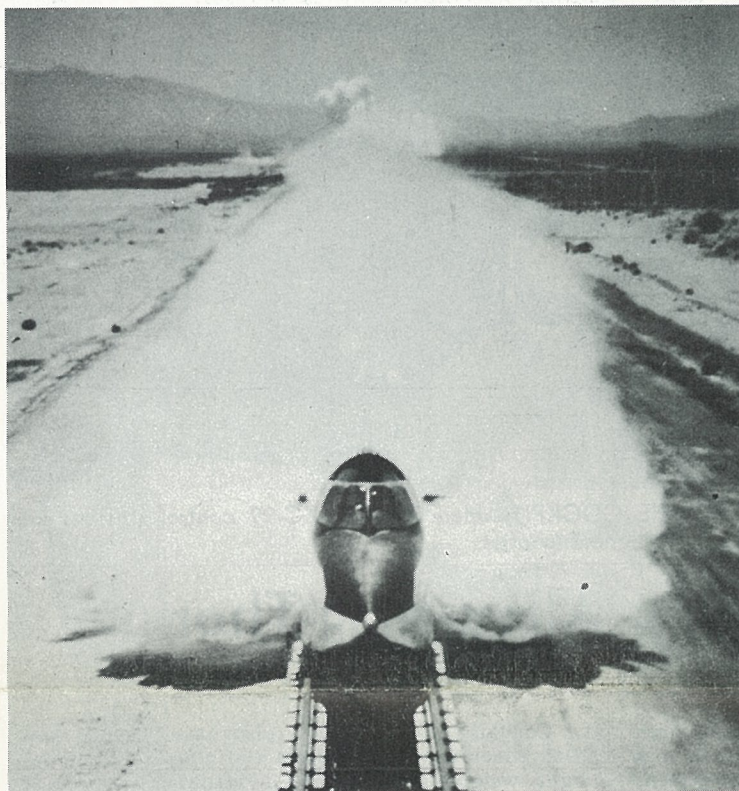
Convair Fort Worth crews are now installing a new aircraft arresting gear alongside the runway for possible use in the B-58 flight test program.

The apparatus is designed to provide a way to bring the B-58 to a safe stop if that should become necessary after the aircraft had already started a takeoff run.

The B-58 would hook onto a steel cable which, in turn, is attached to heavy lengths of steel chain alongside the runway. Weight of the chains would gradually slow the ship and bring it to a stop.

Bill Johnston of industrial facilities said the gear is due to be complete before fall. Actual work along the runway must be done on weekends only in order to interrupt normal aircraft traffic as little as possible.

The gear first is being assembled along the Convair Fort Worth flight line to check it out. It will then be torn down again and taken piece by piece to the runway.



SPLASH!—After ejection of dummy, supersonic sled hits "brake" at end of track. Device beneath sled scoops water from trough and brings nose to a safe stop.

SAC Commander Pays B-58 Hustler a Visit

Gen. Thomas S. Power showed keen interest in the B-58 in a brief inspection at Convair Fort Worth July 31.

It was the first time the commander of Strategic Air Command had visited the plant which produced one of SAC's mightiest weapons—the fleet of B-36 intercontinental bombers.

General Power, newly installed as commander of SAC, came to Convair Fort Worth in company with Brig. Gen. Nils P. Ohman, commander of the B-36 units at Carswell Air Force Base.

They were met by August C. Esenwein, Convair vice president and Fort Worth manager; N. B. Robbins, manager of the B-58 flight test program, and B. A. Erickson, manager of flight.

Said Esenwein after the visit, "General Power is very well informed—quite well informed about the B-58."

Inside flight test hangar (the

Hoover Asst. Chief Engineer for SD

Appointment of R. R. Hoover, chief design engineer, as assistant chief engineer-administration for Convair San Diego has been announced by R. L. Bayless, SD chief engineer.

Richard P. White, project engineer in the Model 8 (F-102) project office, will become chief design engineer, succeeding Hoover.

In other engineering department changes, L. E. Ottem was named senior project engineer for the F-102 project.

one-time "experimental" building), Gen. Power made a direct line for a workstand alongside the cockpit of a B-58.

He climbed inside the cockpit and handled the plane's controls as Erickson explained some of the features of the delta wing B-58 Hustler he has piloted since first flight in November last year.

General Power's visit followed an official stop at Carswell Air Force Base across the runway from Convair Fort Worth.



SAC'S HEAD MAN—Gen. Thomas S. Power, commander of SAC, climbs from B-58 during inspection visit last week.

Hustler Performs Brilliantly During Flight to Dayton

The B-58 Hustler "performed beautifully" on its first visit away from Convair Fort Worth and aroused "unprecedented interest" among Air Force officers and civilian specialists at Wright-Patterson Air Force Base.

B. A. Erickson, pilot and manager of flight, said the interest displayed in the craft at Dayton was especially noteworthy "since the AF people at Dayton are accustomed to seeing every new type of aircraft built."

The Hustler was put on display a full day for official visitors at Dayton. It was located in a conspicuous spot and encircled with a white nylon rope.

The flight to Dayton July 24 was the first time the B-58 had landed away from home. Prior flights all had begun and ended at Convair Fort Worth.

After returning to Fort Worth July 27, Erickson said the B-58 should prove a real favorite with every crew that flies it.

"We scarcely got started before we were at Dayton," he said. "We didn't have time to get tired..."

No performance figures were announced at end of the flight, but reporters were told that elapsed time between takeoff at Fort Worth and landing at Dayton 775 miles away was "a little more than an hour."

The Air Force told newsmen that the B-58 flew a "circuitous route." Erickson said that most of the flight was at speeds "much greater than the speed of sound." (Speed of sound is about 760 mph at sea level.)

Upon landing at Dayton, Erickson described the flight to newsmen in the usual fashion "strictly routine."

"You mean that supersonic flight is routine?" asked an Associated Press reporter.

"It is for this baby," said Erickson.

The visit to Dayton was part of a routine test mission, according to Col. Joseph W. Howell, chief of the AF's B-58 weapon system project office.

He added that primary purposes were to obtain radar data en route, and to "stage" the B-58 for takeoffs at increased gross weight.

With Erickson in the B-58 were J. D. McEachern, flight observer, and C. P. Harrison, flight test engineer. The same three men took the bomber on its first flight last Nov. 11.

"All three of us were highly impressed with the ease with which the B-58 accomplished this mission," said Erickson. "Our speed was as we had planned... Quite conservative for the B-58."

Nevertheless, some of the nation's fastest jets had to "take turns" to provide escort service at both ends of the mission.

An RF-101 Voodoo flown by Convair Pilot Ray Fitzgerald took off from Fort Worth 45 minutes earlier than the B-58 in order to keep a rendezvous over Indianapolis and accompany it to Dayton.

Escort out of Fort Worth was flown by Convair Pilot A. S. Wichell in an F-101.

The B-58 in the past has flown from Fort Worth to some distance, such as during pod drop tests in the vicinity of Kirtland Air Force Base in New Mexico, but this was the first landing on non-Texas soil.

REAL of Brazil Places Order For Four 880s

REAL-Aerovias, Brazilian airline which already flies Convair 340s and 440 Metropolitans, has purchased four Convair 880 jet transports, it was announced recently by J. G. Zevely, Convair director of sales and contracts.

REAL, largest airline in Latin America, will fly the 615-mile-an-hour swept-wing 880s on its present run from Argentina to Chicago, via Miami, Fla. The Brazilian carrier has applied for routes to Japan, via the United States West Coast; to Europe via Dakar, Africa; and to New York City.

REAL is the fourth line to place an 880 order. Previously, Trans-World Airlines ordered 30 of the luxury airplanes; Delta Air Lines signed for ten; and the new Argentine airline Transcontinental ordered four.

High-level visitors representing foreign governments and airlines continue to stream through the Convair San Diego plant and the 880 transport mock-up.

Recent visitors to the 880 display were three Thailand officials, Marshal Luang Chert Vuthakart, deputy chief of the Thailand Air Force; Sphrang Devahastin, chief executive director, Thailand Airways; and Henri Jan van Oosten, consul general of Thailand, Los Angeles.

Here last Friday to inspect the 440 line and the 880 mock-up were Ernani do Amaral Peixoto, Brazilian ambassador extraordinary and plenipotentiary; Mario Pacheco Jr., head of the investment department of the Brazilian government trade bureau in New York City; and W. W. Harris, American industrialist who has extensive interests in Brazil and maintains residences in La Jolla and Champaign, Ill.

A revolutionary "vaneaxial" fan developed by Electric Boat Division of General Dynamics Corporation for use aboard atomic submarines will take to the skies as part of the air conditioning system.

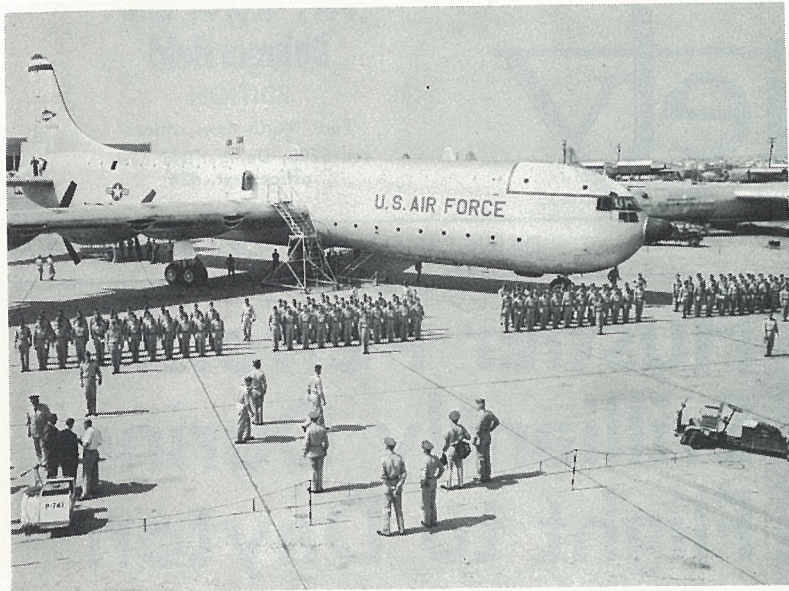
(Continued on Page 8)

DULUTH 102 WINS 19th BENDIX RACE

Capt. Kenneth D. Chandler, of the 11th FIS, Duluth, Minn., flew an F-102A from Chicago to Andrews AFB, Maryland, at a speed of 679 mph July 28 to win the 19th Bendix Trophy Race.

Chandler's speed set a record for the Bendix. Previous mark, 666 mph, was set in last year's Bendix by an F-100C. Chandler estimated he flew supersonic for about half the 615-mile distance, most of it at 35,000 feet. His teammate from Central ADC, Col. Robert L. Gould, was second.

Other pilots who flew the race were Maj. James Macefield and Capt. Leroy W. Svendsen Jr., from Eastern ADC, and Lt. Col. Charles E. Rigney and Capt. Martin O. Detlie, Western ADC.



MEMORIES—XC-99, world's largest land plane, soon will be sold by Air Force. Event brings back many a memory to Convair oldtimers who recall giant ship's construction at San Diego (wing



was built at Fort Worth) and its subsequent service with AF during which it broke practically every aircraft weight-lifting mark in existence. At right is airplane on its final visit to San Diego.

Liquid Carbonics Merger With Dynamics Studied

Meeting in New York, the boards of directors of General Dynamics Corporation and Liquid Carbonic Corporation recently approved in principle a transaction in which Liquid Carbonic would become a division of General Dynamics.

Announcement of negotiations was made jointly by Frank Pace Jr., president of General Dynamics, and Rex L. Nicholson, president of Liquid Carbonic. Under the approved transaction, Nicholson would retain his position as senior executive officer of a Liquid Carbonic division, and appropriate representation would be given Carbonic's present directors on the General Dynamics board. Contemplated ratio of exchange of stock would be on a share-for-share basis.

"Our philosophy as a corporation is to develop the tremendous

potentials of the aerodynamic, astronautic, hydrodynamic, electronic, and nuclear technologies in which Dynamics is actively engaged," Pace said. "A logical extension, therefore, of the corporation's activities is an entry into the chemical field, especially with respect to compressed and liquid gases, which are extensively interrelated with missiles, aircraft, applications of nuclear energy, and electronics."

Liquid Carbonic is the world's largest producer of carbon dioxide and the nation's fourth largest producer of oxygen, acetylene, and medical gases. The firm has 46 plants in the United States, 13 in Canada, 10 in South America, four in Mexico, two in Jamaica, and one each in Havana and Trinidad. New plants are being built in California, Minnesota, Ohio, and Canada.



IN THE COCKPIT—Here is what XC-99 control stations look like from behind pilots.

New Alloy Mag-Thorium Used in Parts For B-58

Research at Convair Fort Worth may lead to wider use of an extremely light weight and heat-resistant alloy, magnesium-thorium, in aircraft.

Some of the metal, in fact, now is being used in parts of the supersonic B-58 Hustler.

Engineers who design airplanes to go faster and faster are aware that present day metals soon will not be able to do the job due to high temperatures encountered at higher speeds.

As W. R. King Jr. of FW manufacturing research and development put it: "We must develop new heat-resistant metals if aircraft development is to continue at its present pace."

King, who does research in mag-thorium forming, said progress has been made which may change future metal forming methods.

Chemists long ago discovered that lightweight metals thorium and magnesium could be extracted from the seas and sea-washed sands. Science also learned to combine the two metals into a wonderful alloy. The result was a metal much better than aluminum — one third lighter, more rigid, and much more heat resistant.

But, when the alloy was bent, it tore or broke. With improper heating, it warped.

King's project at Convair Fort Worth was to establish formability of the new alloy. To do the job, he had use of all forming, including a punch press, a hydro press and an oven—and a supply of sheet mag-thorium.

Many experiments—and many failures — led to a system in which dies and material are placed in an oven beside the press. The items are heated to above 700 degrees temperature, then quickly removed and the forming operation performed while they are hot.

"We now have established that we can produce straight-line bends," King said. "Several detail parts have been produced satisfactorily."

"We also have learned how to form the alloy to comparatively critical angles and shapes."

Some mag-thorium parts now are in production for use in the B-58.

King explained that "hot forming" is difficult, but predicted new alloys soon will demand machines with "built in" heat to "press" metals into shape.

King said mag-thorium is the second of the "wonder metals." Convair Fort Worth also works on the other—titanium.

When these two metals can be used extensively in airplanes, engineers will be able to design:

An airplane thousands of pounds lighter than present ships, an airplane that can withstand temperatures generated by high speeds, and a ship that can be built with few longitudinal stiffeners due to better rigidity.

The mag-thorium alloy is slightly radioactive, but health physics crews at Convair Fort Worth continuously monitor the metals to insure they do not endanger health.



SLIGHTLY ACTIVE — K. Anderson of health physics at Convair Fort Worth checks sheet of magnesium-thorium alloy as added assurance its radioactivity cannot endanger health.

Sale of XC-99 Recalls Many Cargo Records

Probably the largest single aerial item ever offered by the Air Force as surplus—the Convair XC-99 transport—will soon go on the auction block for sale to the highest bidder.

The Air Force announced last month that the huge (230-foot wing-span, 183-foot double-decked fuselage) transport is being stripped of its classified gear. Rising operating costs and difficulty of logistical support were given as reason of the retirement, although no sale date was indicated.

One of the most widely publicized aircraft ever built, the XC-99 carried more cargo than any other individual plane. It moved over 60-million pounds of goods, the equivalent of 59 trips around the globe, in 7,130 hours of flight.

During this period it set 21 international records for aerial cargo movement on trips throughout the United States as well as to Germany, Iceland, Bermuda, Puerto Rico and the Azores.

Contract for the XC-99 was signed on the last day of 1942 but work was suspended throughout the period of World War II as combat planes had priority. Convair Fort Worth turned out the huge wing, shipping it to San Diego aboard four flat cars. Convair San Diego completed the plane and it first flew in November, 1947. It was sent to Fort Worth for further tests and work and turned over to the Air Force in May, 1949.

During the Korean conflict the XC-99 operated on a regular schedule between San Antonio, Texas, and McClellan AFB, Calif.

Designed to carry a 100,000 pound payload, the XC-99 was also capable of carrying 400 fully-equipped troops or 300 litter patients and attendants.

It actually lifted 104,190 pounds on a flight between Albuquerque and Spokane, Wash. On another occasion it flew 92,801 pounds over a 2,332-mile route non-stop from California to Georgia. Two hundred twelve ROTC cadets flew from San Antonio to Convair FW aboard the transport in 1955, the last time it called at Fort Worth. Convair San Diego employees saw it last in 1954 when it picked up 93,000 pounds of cargo for airlift to Holloman AFB, N. M.

Carleton Shugg Now Dynamics Senior VP

Carleton Shugg, for five years general manager of General Dynamics Corporation's Electric Boat Division in Groton, Conn., has been named a senior vice president of General Dynamics, it was announced in New York by Frank Pace Jr., General Dynamics president.

A former deputy general manager of Atomic Energy Commission and manager of AEC's Hanford works in Richland, Wash., Shugg joined Electric Boat in 1951, and was appointed general manager in November, 1952. It was under Shugg's supervision that Electric Boat built the world's first atomic submarine, the USS Nautilus.

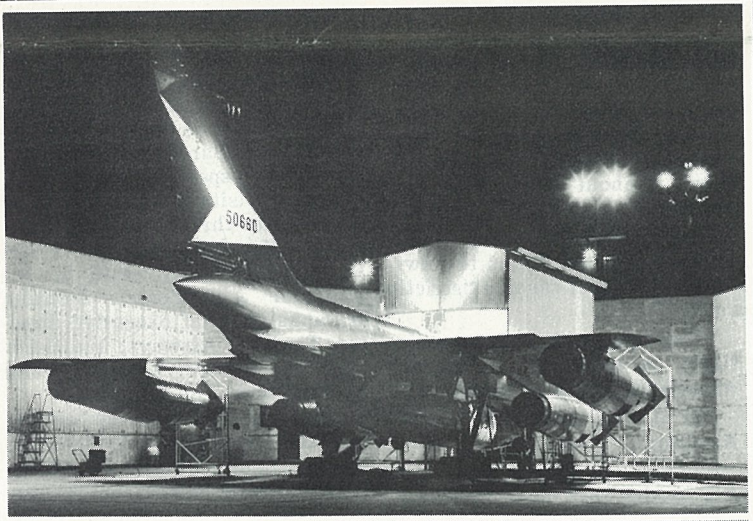
Shugg will remain as general manager of the Groton plant.

Colorado Camper Finds Copy of Convairiety

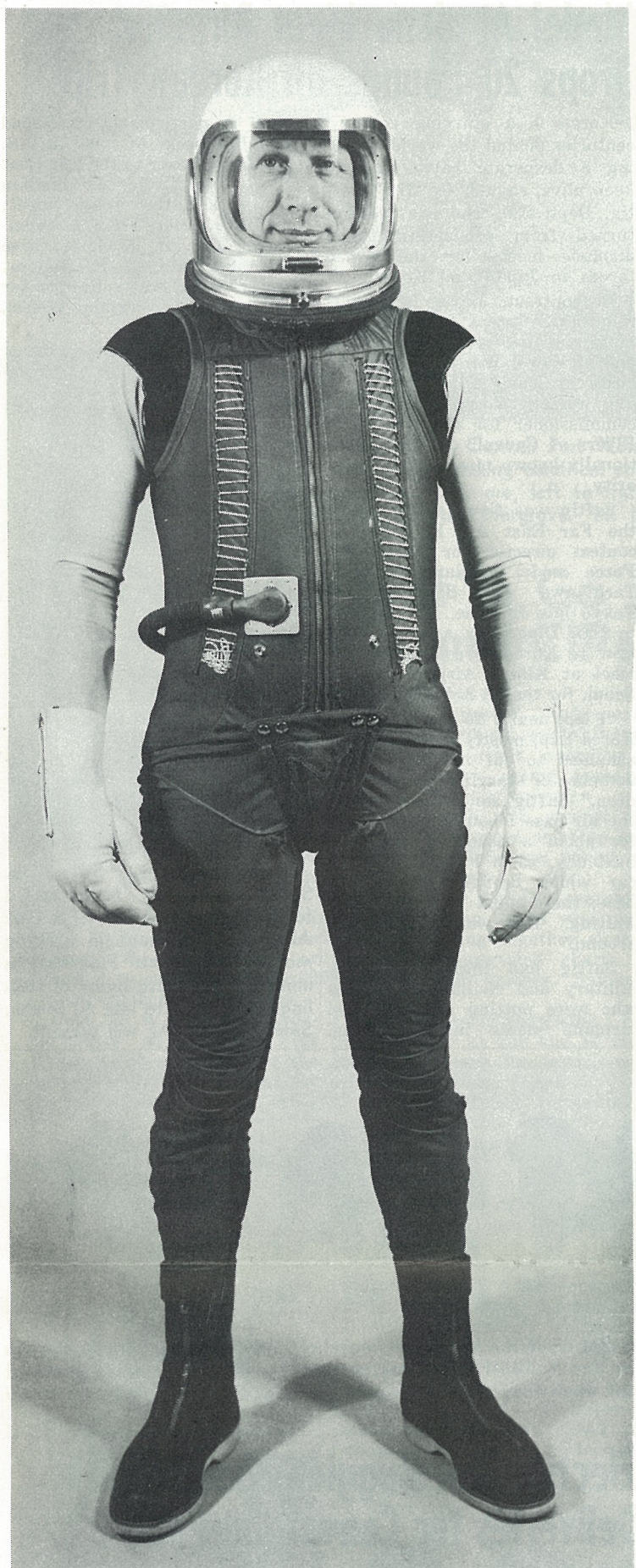
Convair Fort Worth people and Convairiety both get around . . .

Herby Lester and Mrs. Lester, vacationing, were driving through the mountains of Colorado. About 50 miles past Royal Gorge, they stopped for a picnic lunch.

Herby looked around for something to start a fire. He found it: a recent copy of Convairiety—apparently left there by some earlier Convair vacationer! Lester is in Convair Fort Worth's engineering department.



B-58s AT FORT WORTH—Top view, not often seen at Fort Worth, is B-58 "under the lights" while below is an interesting combination of B-58 tails.



FASHIONABLE—W. H. Reineking, SD design engineer, models new style flight suit and helmet under development as part of Convair's activity in industry-wide Crew Escape System program.

'Debugging' a New Missile Poses Maze of Problems, Says Bossart

The importance of adequate and thorough laboratory testing of missile systems and components was stressed recently by K. J. Bossart, technical director

of Convair Astronautics.

Discussing "Design Problems of Large Rockets" before the High Altitude Symposium at the College of Aeronautics at Cranfield, England, Bossart cited common enemies in "debugging" a new missile. He named sticky valves, stray voltages, contamination, pressure surges and resonant vibration as particularly persistent problems.

And as the missiles grow larger, the problems increase, he said.

"These difficulties are a direct function of the complexity of the device," Bossart said. "They are present in airplanes and automobiles, but can be corrected by shakedown flights or drives. Missile flights mean a total loss of a missile and monitoring every possible malfunction in flight is an impossibility."

"Thus, the only substitute for a shakedown is captive and laboratory testing."

Bossart added that as missiles increase in size and cost fewer can be expended in flight. And larger missiles are designed to a greater degree of refinement than small ones and have less tolerance of small errors. So the laboratory work must be more intense.



"How about scrambled eggs instead?"



DUNK TEST—Vest part of new flight gear designed at San Diego gets mobility-floatation workout in private swimming pool. H. W. Naylor of human engineering executes a very acceptable swan dive.



"DRESSING ROOM"—Scene in human engineering section at San Diego is where development of new flight gear centered.

Streamlined Flight Gear Developed As Step Toward More Pilot Comfort

A new line of light weight, streamlined flight gear has been designed at Convair San Diego.

It is currently under a rigorous test program and is being demonstrated for various Air Force units.

The project involves not only a new type of suit but headgear, gloves and revised boots. The effort is part of Convair's contribution to the Industry Crew Escape System program in which the company is active along with other top aviation firms. It marks a continuing emphasis within Convair to perfect not only first-class aircraft but also adequate and dependable furnishings.

Handling this particular assignment is the human engineering section at San Diego under W. H. Reineking, design specialist. Aided by a small force from experimental, the members of the section themselves actually pieced together all the elements in the test articles. Only the helmet was built elsewhere, though to Convair specifications.

Aim of the program, Reineking explained, was to produce flight gear which affords maximum protection to the pilot and also permits a maximum of comfort and ease of movement. This meant reducing bulk without sacrificing safety, a rather tough assignment. How this was achieved, as well as the results of the tests, remains classified. However, Reineking reports "highly successful" achievement so far, on the basis of an extended test program which included altitude chamber checks, such as at Randolph AFB, Texas, emersion tests (in a San Diego swimming pool), pressure

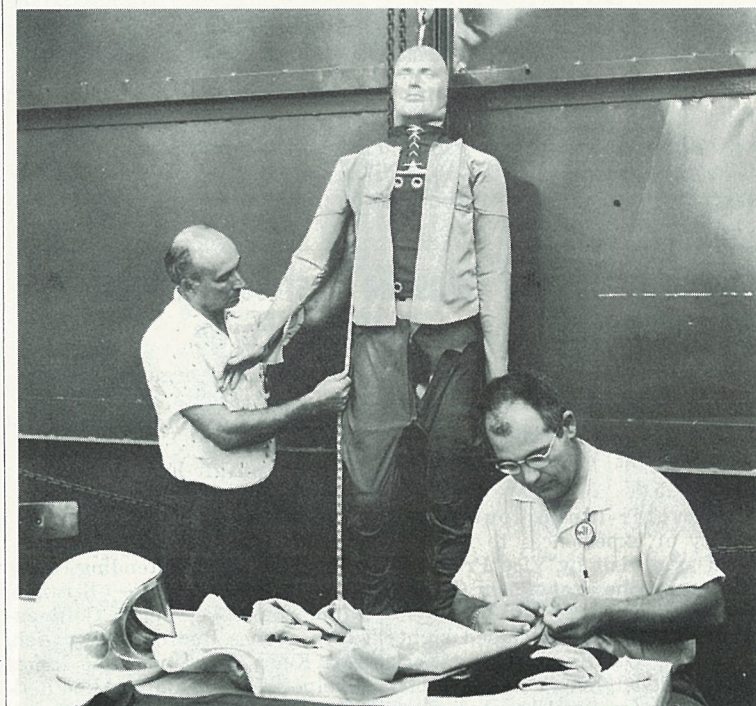
checks and others. Future tests will include actual check-out by flight personnel, ejection tests, wind blast and others designed to gauge the overall effectiveness of the gear.

Reineking and other members of his staff have been "guinea pigs" for many of the tests. One engineer wore the vest portion of the suit for 18 hours doing frequent exercises. Reineking once wore the entire suit, without helmet, for 13 hours traveling to Edwards AFB for a demonstration. He also wore the suit under

his normal clothing on a commercial airliner between San Antonio and Dayton.

During emersion tests, several engineers spent long hours in the water checking floatation characteristics and air tightness.

Throughout the design and test program close co-ordination has been maintained between human engineering and Dr. C. M. Whitlock who heads the recently activated aviation space and radiation medicine function within the medical section.



TAILORED—George Gill and Kenneth Hollenbeck of Dept. 31 SD demonstrate their skill with needles and tape during fabrication of flying suit.



"EMANCIPATOR"—Due to a tooth extraction, E. F. "Ernie" Custenborder of F-102A field operations at SD couldn't shave for a few weeks, and the more his beard grew, the more he began to look like President Lincoln. Day before he left on vacation Ernie rented this rig and read his own "emancipation proclamation" to E. J. Huntsman, general foreman, "freeing" himself for holidays!

New Direct Air Service Links San Diego With Patrick AFB

Nonstop air service between Convair San Diego and Patrick Air Force Base, Fla. began late last month.

Eastbound flights depart Lindbergh Field at 11:40 a.m. (PDT) on Mondays and Thursdays with

Convair SD Daughters On Godfrey TV Show

The Gay-Bon-Lin Trio—three Convair daughters more familiar to San Diegans as Gay, Bonnie, and Linda Cowie—made their nationally televised debut Monday night (Aug. 5) on the Arthur Godfrey Talent Scouts show from Seattle, Wash.

Their parents are Jim (Dept. 355) and Betty (Dept. 288-5) Washburn. The girls have made numerous San Diego and Los Angeles appearances as a trio, and Gay gained additional fame through being Miss San Diego and Fairest of the Fair last year.

westbound departures at 10 a.m. (EST) on Tuesdays and Fridays. The service is a four-engine, pressurized Air Force C-118 (DC-6B) operated by a commercial crew under contract to the Air Force's Ballistics Missiles Division (ARDC). A stewardess is aboard and hot meals are served.

Space for 24 passengers is available in a compartment set off from freight space.

Convair employees traveling on official travel orders may avail themselves of the service by contacting Jo Van Cleave, ext. 1741, in the Astronautics reservations office.

Eastbound passengers are requested to check in for their flight by 10:30 a.m. and stand by for earlier departures.

This is the only nonstop service direct to Patrick AFB. Commercial carriers land at Orlando, Fla., some 60 miles from the base.

Astronautics' Juell Gets Jr. C of C Post

Convair Astronautics' Jack Juell, Dept. 724-3, recently was selected by the San Diego Junior Chamber of Commerce as chairman of the special events committee.

Heading the committee of about 30, he will be in charge of such events as the Miss San Diego pageant, the Tournament of Roses float, Bonham Boys' Band concert, and the Boss of the Year and Young Man of the Year.

Model Airplane Meet Director Drops 20 Pounds on Korean Trip

Korea is a starving country, centuries behind the world, fighting a desperate battle just to keep alive, says J. G. "Jim" Saftig, Dept. 230, who has just returned from conducting model airplane meets for the armed forces in Japan and Korea.

In contrast, Japan has made remarkable steps toward complete economic recovery since the end of World War II, and in the cities at least is as modern as any western nation, said Saftig, commissioner for the CRA Solo Flyers at Convair SD and a nationally known model plane authority.

Saftig was flown to Japan by the Far East Air Force to be contest director for an all-Air Force model airplane meet at Tachikawa Air Base outside Tokyo late in June. He returned to San Diego for a week, then flew to Korea to conduct an air meet at Kimpo Airport, outside Seoul, for the U. S. Eighth Army.

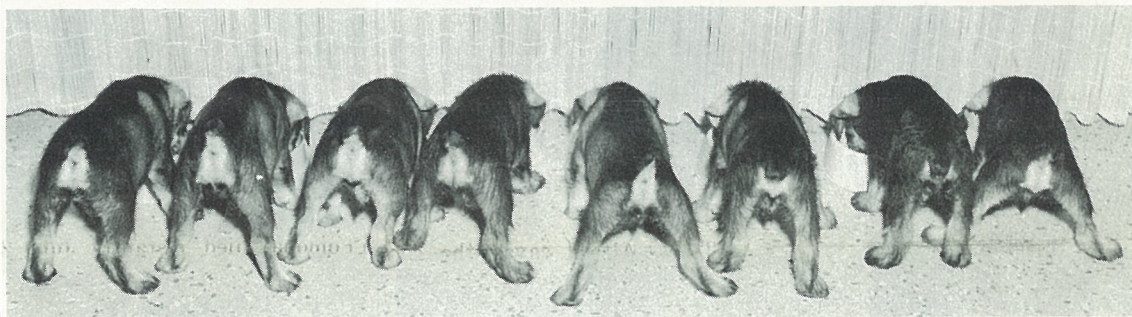
"I lost nearly 20 pounds on the Korea trip, mostly because I was ashamed to eat in front of an audience of starving Korean children," Saftig said. "One day at the air base I bought sandwiches for about a dozen of 'em. The next day, when I got out of the car which brought me to the base, there must have been 200 waiting. The word really got around."

Saftig had high praise for military and civilian authorities who were putting on the model airplane meets in Japan and

Korea. He particularly mentioned John Brodbeck of the K.&B. Allyn Co., adviser to the Far East AF; Ray F. Cadle, AF civilian who sparked the Tokyo meet; Gen. L. S. Kuter, Fifth AF commander; Col. B. J. Same, base commander; Maj. J. E. Hoppin; Charles Varga, crafts director for Eighth Army; Virginia Weisel, special services rep.



TRIBUTE—Convair SD's J. G. Saftig displays his "torii," award for service given him by Far East Air Force for help in staging model plane meet. First torii, a miniature Japanese shrine of sterling silver, went to late Al Jolson. Saftig's is last AF will present.



CHOW DOWN—SD photo lab's Robert Wren had a full kennel recently when his Schnauzer (who answers, more or less, to the title of Von Volken Heidi Kine) produced eight fine puppies, pictured here looking north. Photo was taken when they were five weeks old. Hearty eaters, pups apparently don't even pause for breath.

Veteran Race Driver Joe Thomas Retires, Plans Europe Trip

Joe Thomas, one-time race driver and long-time Convair SD inspector, retired last week.

After a trip to Seattle to visit relatives, he expects to fly to Europe to renew acquaintance with Aero O/Y Finnish Airlines personnel whom he entertained in 1953 while they were here to accept Convair-Liner deliveries.

Thomas has been with Convair since 1942. His racing years were 1914 to 1923, during which interval he was one of the "Big Five" which included Ralph de Palma, Jimmy Murphy, Tommy Milton, Eddie Hearne.

There were few races in those days that one of the five failed to win.

Electric Golf Buggies Speed Mail Deliveries for Convair SD Plant 1

Three new Cushman "golf buggies," electric-powered three-wheel scooters, have replaced five bicycles, several wheeled push carts, and one "very tired" gasoline motor scooter handling in-plant mail delivery and pickup in Convair SD Plant 1.

And, thanks to the new vehicles, office services has been able to attain its long-time goal of six mail deliveries daily for the first time, said R. I. Morse, manager of SD office services.

"We are able to cover all of Plant 1 on three routes instead of the previous six, get the schedule up to six trips daily from the former four, and handle the whole operation much more smoothly and efficiently," Morse said. "Further, the vehicles cut down materially on the human

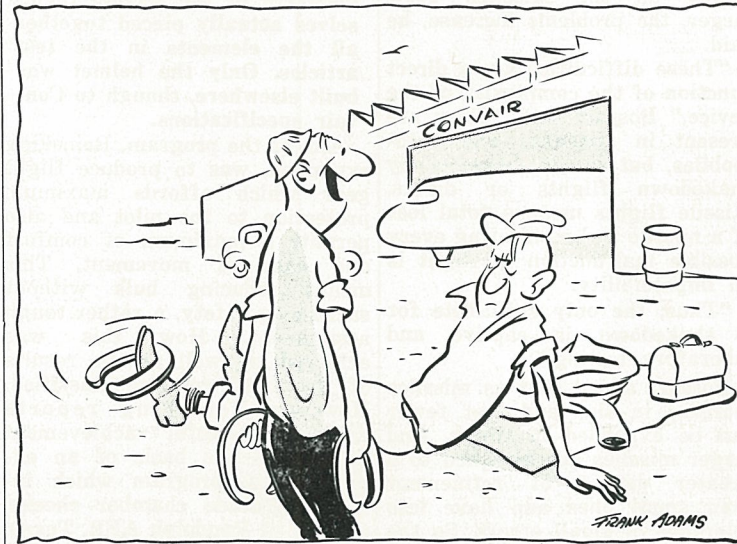
fatigue factor."

The new buggies are quiet, smooth, and easy to operate—no smoke, fumes, engine noise, or mechanical breakdowns—and can be operated outdoors or inside buildings with equal ease. Their capacity is four to five times that of the vehicles they replace.

Battery-powered, they will run all day, then can be plugged into a charger at the mailroom every night so they'll be ready to go next morning. Only modification necessary was installation of a "bumper rail" around their skirts so the operator can open swinging doors of the factory buildings without dismounting.

The mail buggies will be repainted Convair yellow and bear Convair insignia.

Morse said the three vehicles will repay their initial cost—about \$850 per unit—out of anticipated savings the first year in manpower and increased efficiency.



"Wanta pitch a few horseshoes on yer lunch hour?"



CHILD STAR—When "Lassie" program begins fourth season this fall on CBS-TV, a Convair child will be in the cast, Jon Provost, 7, son of B. A. Provost of Pomona's Dept. 6, shown here with Jan Clayton (Convairity, July 10, 1957). Jon ultimately is scheduled to take over as dog's master because present master soon will be too old for part.

Eighteen Convair Sons Go East for Annual Boy Scout Jamboree at Valley Forge

Eighteen sons of Convair Fort Worth employees are home after attending the National Boy Scout Jamboree at Valley Forge, Pa., July 9-15.

Souvenir-laden youths had plenty of experiences to relate—such as a visit by Vice President Nixon to the Longhorn Council Campsite July 12.

Other activities included sight-seeing in Washington, New York and Philadelphia—and a double-header professional baseball game at Philadelphia.

J. B. Dinsmore, Convair Fort Worth man who accompanied

them, said the organization that got 52,000 scouts attending the encampment sheltered and fed was "amazing."

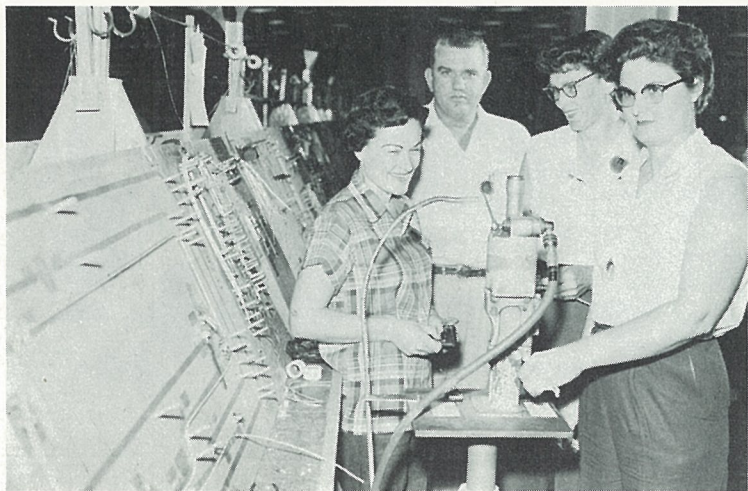
Other Convair Fort Worth men at the Jamboree were J. E. Gillespie, B. E. Luckett and I. L. Shadwick.

Convair sons attending were Jim Shadwick, Mike Strange, Ralph Dinsmore, Corky Collingsworth, James Budros, Terry Gish, Karl Keith, Tommy Pace, James Schelper, Dennis Bane, Allen Redwine, Bill Rickert, Glenn Harrison, Dale Thelen, Troy Barnes, Bill Busey, James McAdams and Steve Corkrell.

SD Warned Against 'Cigarette Drive'

Convair SD folk were advised this week by the Better Business Bureau that a "campaign" to save cellophane cigarette strips to "help the blind" is a hoax.

Boxes carrying neatly lettered cards outlining the "save strips" message have appeared on vending machines at San Diego, placed there by unidentified individuals. The cards have been removed as quickly as possible by machine operators. The "campaign" purports to benefit the blind by providing guide dogs.



IT'S ON WHEELS—Women in Dept. 73 at Convair Fort Worth inspect portable "crimping" machine used in making electrical connections, result of Employee Suggestion. Girls are, left to right, Rosie Wenzel, Dorothy Rodgers and Dorothy Hargrove. H. N. Hayslip, assistant foreman, looks on.

FW Dept. 73 First to Go Over Top in ESs and CIPs

A more economical insulation . . . staples instead of tacks and a portable crimper . . .

These are some of the money-saving angles developed by Dept. 73 people to make electrical bench the first department at Convair Fort Worth to top its 1957 goals for Employee Suggestions and Cost Improvement Proposals.

Each of the items is fairly simple within itself. But added together, the suggestions are estimated to save almost \$28,000 in electrical bench operations.

Dept. 73 is one of two departments at Convair Fort Worth which are now over the hump in suggestion savings for the year. Dept. 30 is the other

to exceed its goal.

Overall division performance during the first six months lagged short of the target, according to Conrad Kunze, acting manager of industrial engineering.

Ideas which won awards for Dept. 73 employees point up how little suggestions can mount up to big savings.

O. S. Duke, tired of searching through a long list of wire numbers in putting together electric harnesses, suggested charts to simplify the process. Savings: \$2,386.

J. W. Gotscher suggested a bus bar be used at one end of electrical harnesses for testing continuity. Savings: \$1,132.

R. E. G. Toney suggested a more economical insulation for electric connector plugs. Savings: \$866.

Rosie Wenzel suggested using staples instead of tacks to speed up a jig board operation. Savings: \$758.

T. V. Alford saved the company \$211 with a better way to paint electrical jig boards, and Dorothy Hargrove's suggestion for a portable crimper resulted in a savings of \$519.

A. N. Hayslip, assistant foreman, submitted a Cost Improvement Proposal that saved the company \$22,759. He perfected a better system to "tie" harnesses. Another CIP, submitted by B. V. Taylor, saved \$4,704.



DEPT. 14 AGAIN—B. G. Reed, right, assistant division manager at Convair Fort Worth, presents quarterly safety award for group 2 to O. M. LaBaume, foreman of Dept. 14. The department also won division safety banner again.

Tool Service Again No. 1

Convair Fort Worth's Dept. 14, tool service, is still No. 1 on the division's safety record list.

B. G. Reed, assistant division manager, presented to O. M. LaBaume, foreman, the division's 1957 safety banner. The department has had the banner all year, winning both the first and second quarterly contests.

Tool service scored 472 out of a possible 500 points to top all other departments.

"That is pretty good performance," said Fred Temple, chief safety engineer.

Temple said departments are grouped in five classes according to comparative hazard conditions.

Departments are rated on injury record, 200 points; compliance with hazard correction, 100 points; safety training, 100 points, and an additional 100 points for maintaining an injury-free record.

Besides Dept. 14, which was group 2 winner, group awards went to Dept. 73, group 1; Dept. 46, group 3; Dept. 77, group 4; and Dept. 95, group 5.



The Passing Years...



Fort Worth

The following service emblems are due during the period Aug. 1 through Aug. 15:

Twenty-year: Dept. 22, D. A. Clemson.
Fifteen-year: Dept. 2, J. F. Ringo; Dept. 6, C. Cushman II, L. E. Heyduck Jr., P. B. Terrell; Dept. 7, J. W. Cosper, W. B. Utley Jr.; Dept. 14, J. A. Ayres, L. Gill.

Dept. 15, L. H. Francisco, C. J. Meyers, L. S. Stephens; Dept. 20, E. G. Walker; Dept. 22, R. J. Bodiford, L. B. Gleason, R. J. Hardwick, M. A. Jones, D. L. Keller, V. J. Love, P. W. McLendon.

Dept. 23, J. F. Cochran, C. I. Livingston, C. J. Sawey; Dept. 24, H. C. Arnold, W. P. Bolding, J. B. Herd Jr., J. E. Klovstad Jr., J. C. Liddell, S. J. Middleton, A. I. Standridge.

Dept. 25, C. S. Absher, Z. Albert, T. L. Ballinger, G. E. Creed, R. Drake, A. L. McKennon, G. Thompson; Dept. 27, P. P. Blansett, M. W. Hearn, V. H. Hyde, J. G. Swanner, H. T. Wallis, W. O. Westmoreland.

Dept. 29, H. D. Highsmith; Dept. 30, E. L. Eller, A. E. Iker, C. E. Rinefeldt, R. Rogers, R. M. Satterfield; Dept. 32, E. C. Hunnicut; Dept. 33, F. Roberson; Dept. 36, O. J. Adcock Jr., H. H. Coulson, J. J. Umble Jr., R. J. Rector, J. R. Whittlesey; Dept. 40, R. L. Gullion; Dept. 41, W. C. Carnes, B. J. Moore.

Dept. 42, J. D. Boyd; Dept. 44, G. S. McClendon, O. F. Young; Dept. 45, W. T. Ross, W. M. Switzer; Dept. 52, H. A. Harris; Dept. 53, W. C. Goodwin.

Dept. 54, J. E. Kovar; Dept. 55, J. B. Vincent; Dept. 58, E. L. Tucknies; Dept. 62, M. L. Akin, A. B. Crownove, R. Dillard, J. H. Gaines, C. W. Stone, J. E. Tillery, B. Winfield, W. W. Womble.

Dept. 64, W. C. Eades, E. E. Ewing, B. Gooding, E. Hammond, R. Hickman, H. J. Orr, C. F. Scoggins, W. F. Sisk, L. B. Stokley, F. C. Willis.

Dept. 65, B. Smith; Dept. 75, J. H. Beard, I. J. Smith; Dept. 81, C. L. Andrews, R. E. Bailey, M. M. Cannon, E. A. Ewell, S. L. Kelly, R. Lawson, F. D. Patterson, G. C. Tidwell.

Dept. 82, W. A. Cornelius, W. L. Darr Jr., G. Freeman Jr., W. McCaslin, L. T. McMinn, J. H. Stapleton Jr.; Dept. 85, W. H. Perkins, R. S. Sears; Dept. 86, O. D. Woods.

Ten-year: Dept. 6, J. L. McKinney, W. R. Swaim Jr.; Dept. 11, J. H. McCreight; Dept. 19, N. R. Harper;

Dept. 20, T. B. Burks; Dept. 22, W. T. Evans; Dept. 25, A. D. Craft; Dept. 27, B. J. Burk, B. G. Hill, R. L. Pederson; Dept. 34, J. P. Scozzari.

Dept. 41, C. B. Fogleman, J. W. Gebhart, C. E. Hatcher, M. D. Hedric, L. A. Hopkins, M. A. Sims; Dept. 42, S. L. Helstrom, J. L. Mays, R. T. Teel.

Dept. 44, C. L. Hall; Dept. 45, B. J. Cybert; Dept. 46, E. C. Brewton, J. F. Eshenour; Dept. 52, R. V. Hall; Dept. 53, L. T. Monett; Dept. 54, C. D. Parsons.

Dept. 55, W. O. Beckham, O. W. Boner, R. S. Elmore, W. H. Ray; Dept. 56, R. L. Copeland, J. D. Rowe, S. R. Wakeman; Dept. 57, P. J. McKelvy, M. Parnell.

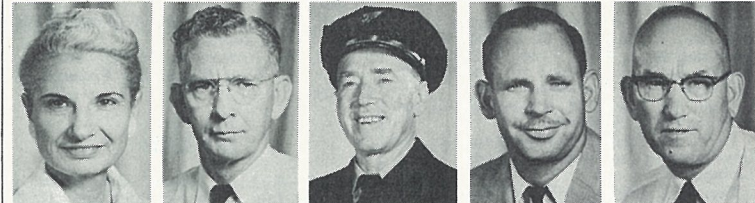
Dept. 58, R. R. Cooper; Dept. 59, W. H. McBee; Dept. 64, P. W. Conway, S. T. Downs Jr., M. L. Perkins, L. T. Russell; Dept. 74, P. E. Noe, J. R. Smith, T. E. Bingham; Dept. 75, C. C. Lewis; Dept. 82, A. M. Dodgin.

Five-year: Dept. 6, J. D. Davis, E. K. Hensley, W. A. Kasten, M. C. Lawrence, Z. F. McKandless, R. L. Pons, W. K. Graham Jr., W. E. Simon; Dept. 18, B. L. Rodgers.

Dept. 22, O. C. McKee; Dept. 25, J. Griffin; Dept. 27, C. R. Lamkin; Dept. 32, A. E. Mitchell; Dept. 33, W. G. Basley.

Dept. 36, L. H. Brown; Dept. 41, L. N. Lile; Dept. 45, J. M. Brown; Dept. 54, G. P. Holley, J. A. Sims; Dept. 56, R. M. Montgomery; Dept. 74, F. J. McMullin.

Fort Worth personnel are qualifying for 15-year emblems at a great rate. Below are some of the latest to pass the milestone.



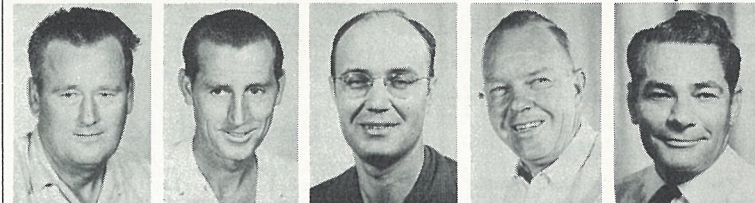
Eileen Rushing
Dept. 22

J. C. Huddleston
Dept. 24

E. C. Daniel
Dept. 15

D. W. Pringle
Dept. 25

G. D. Howard
Dept. 29



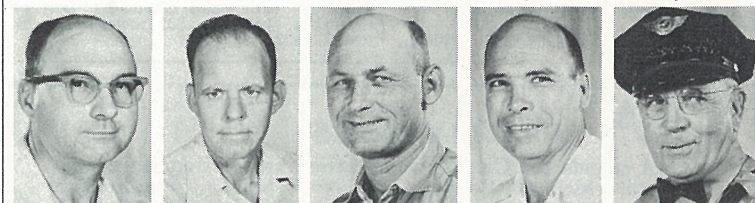
O. D. Woods
Dept. 96

H. J. Orr
Dept. 64

E. Justice Jr.
Dept. 62

B. Winfield
Dept. 62

W. P. Record
Dept. 24



O. G. Cook
Dept. 65

R. S. Sears
Dept. 95

W. W. Womble
Dept. 62

W. S. Bates
Dept. 64

L. H. Francisco
Dept. 15



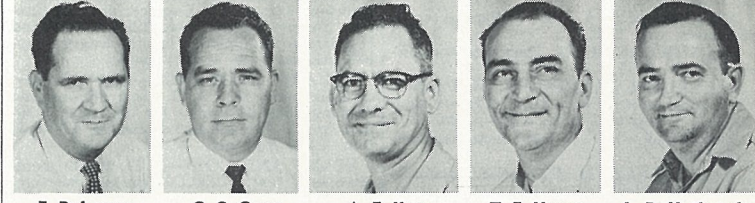
R. H. Blue
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S. D. Alicon
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E. V. Echols
Dept. 62

J. H. Gaines
Dept. 62

J. F. Ringo
Dept. 2



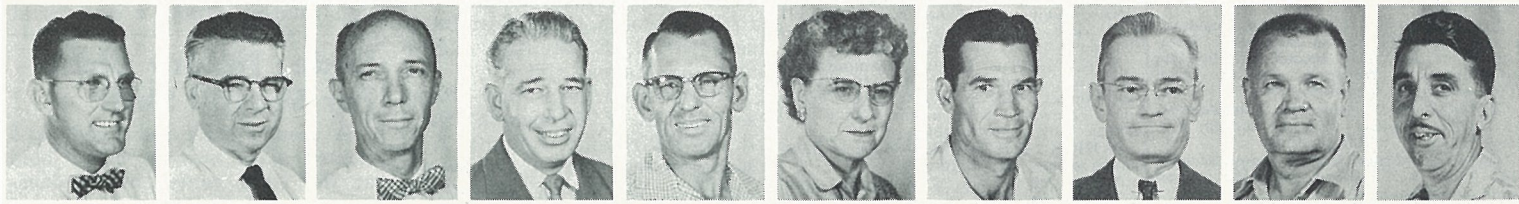
F. Roberson
Dept. 33

G. C. Gann
Dept. 82

A. E. Iker
Dept. 30

T. F. Henry
Dept. 14

L. R. Hathcock
Dept. 56



J. B. Herd Jr.
Dept. 24

L. B. Gleason
Dept. 22

R. E. McMahan
Dept. 24

C. I. Livingston
Dept. 23

C. S. Absher
Dept. 25

Hazel R. Bond
Dept. 82

B. Gooding
Dept. 64

V. C. Gillon
Dept. 5

C. W. Stone
Dept. 62

C. F. Scoggins
Dept. 64



C. J. Sawey
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R. J. Bodiford
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H. C. Johnson
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C. M. Cameron
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E. E. Ewing
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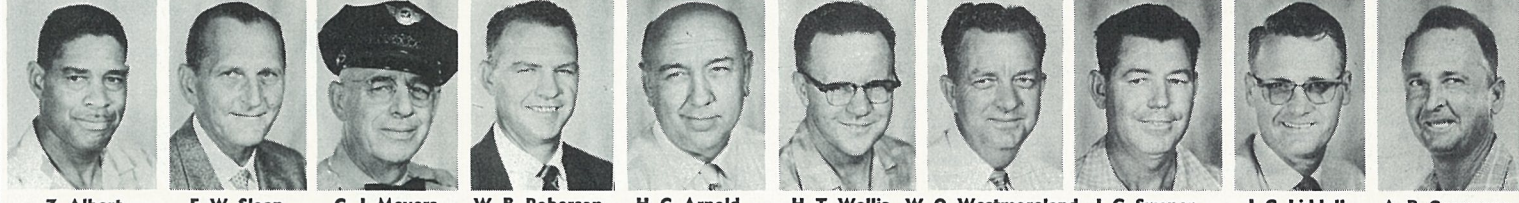
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M. L. Doyle
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S. J. Middleton
Dept. 24



Z. Albert
Dept. 25

F. W. Sloan
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C. J. Meyers
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W. B. Roberson
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H. C. Arnold
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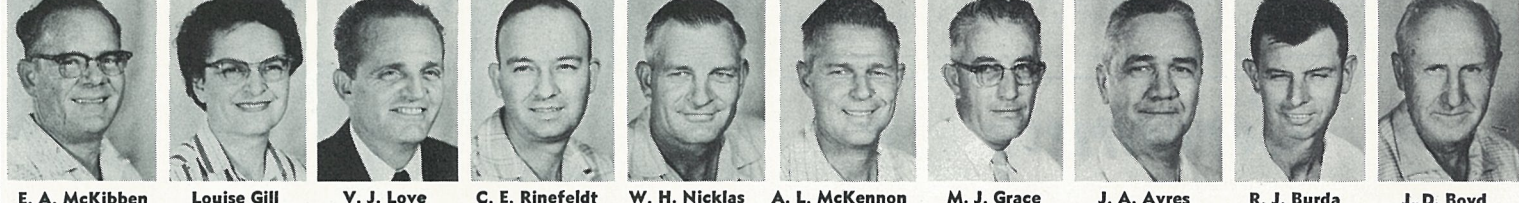
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W. O. Westmoreland
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J. G. Swanner
Dept. 27

J. C. Liddell
Dept. 24

A. B. Crownove
Dept. 62



E. A. McKibben
Dept. 14

Louise Gill
Dept. 14

V. J. Love
Dept. 22

C. E. Rinefeldt
Dept. 30

W. H. Nicklas
Dept. 64

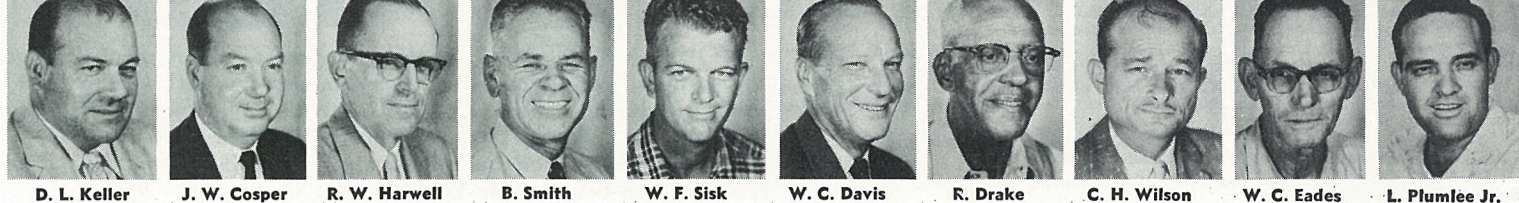
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M. J. Grace
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J. A. Ayres
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R. J. Burda
Dept. 64

J. D. Boyd
Dept. 42



D. L. Keller
Dept. 22

J. W. Cosper
Dept. 7

R. W. Harwell
Dept. 9

B. Smith
Dept. 65

W. F. Sisk
Dept. 64

W. C. Davis
Dept. 19

R. Drake
Dept. 25

C. H. Wilson
Dept. 24

W. C. Eades
Dept. 64

L. Plumlee Jr.
Dept. 36

Log Book Entries

Promotions

Promotions to and within supervision, professional and administrative effective July 22 are:

Dept. 6, Engineering: to test engineer, K. C. Adamek, R. N. Best, E. C. Dorris; to chief product design administrative engineer, M. E. Aldrich; to design engineer, P. E. Fisher, A. M. Smallwood; to senior design engineer, R. C. Brangan; to aerodynamics engineer, F. H. Hendrix; to senior aerodynamics engineer, W. E. Martin; to senior propulsion engineer, J. A. Lock; to structures engineer, B. D. Lee; to schedules engineer, H. E. Bratton, B. C. Reeves; to project aerodynamics engineer, R. G. Woodlee Jr.; to senior nuclear engineer, R. E. Rinehart; to engineering publications assistant supervisor, L. C. Crumrine Jr.; to engineering metallurgist, C. N. Lovell; to senior engineering metallurgist, P. F. Ghena; to senior operations analyst, G. C. Henry; to design specialist, A. P. Madsen.

Dept. 7, Operations Management and Liaison: to subsystems liaison man, G. B. Norris.

Dept. 11, Contracts: to contract representative, J. Carter, J. C. Inkster; to contract analyst, A. R. D. Frankel; to contract analyst, B. R. T. Lyons; to spares representative, R. D. Ragsdale.

Dept. 19, Industrial Accounting: to cost analyst, E. A. Pehkonen.

Dept. 23, Manufacturing Research and Development: to senior engineer, C. I. Livingston.

Dept. 27, Inspection-Production: to outside inspection representative, W. W. Cribbs.

Dept. 28, Process Control: to process analyst, W. L. Kern.

Dept. 30, Machine Shop: to general foreman, I. M. Pemberton Jr.

Dept. 75, Electronics: to assistant foreman, L. D. Brawner, J. N. Franks, F. W. Hackney, H. N. Wayland Jr.

Awards

The following received Employee Suggestion awards totaling \$3,573.35 for the period ending July 17:

Dept. 4, Material: E. Keller.
Dept. 6, Engineering: H. C. Jex, C. D. McAdoo.
Dept. 14, Tool Service: A. F. Williams.

Fort Worth and Daingerfield

Card of Thanks

Mrs. Owen S. Curran Jr. and children want to voice thanks and gratitude to employees of Convair for kindness and sympathy following the death of Owen S. Curran Jr. Especially are we grateful to the pallbearers and to Con-Trib-Club. The generous contribution of the electrical section to the memorial fund of the church of St. Luke's-in-the-Meadow in memory of Owen is gratefully acknowledged with heartfelt appreciation.

Mary S. Curran.

Tickets on Sale For CRA Women's Fall Style Show

Tickets are now on sale for a buffet luncheon and style show which will open the CRA women's activity fall schedule.

Co-commissioner Winnie Leonard said a committee of volunteers is selling the tickets, which are \$1.50 per person. The luncheon will start at 1 p.m. Sept. 7 with the style show following at 2 p.m.

Meacham's will furnish fashions to be shown at the show. The styles will be modeled by Convair women and wives of employees.

Information about the show may be obtained at the CRA office at the 50-foot aisle, or from the co-commissioners, Winnie Leonard, 5201; or Mary Smith, second shift, 4221.

Births

WEST—Richard Sidney, son, 8 lbs. 8 oz., born July 13 to Mr. and Mrs. R. S. West, Dept. 27-6.

SHOCKLEY—Wesley Wayne, son, 8 lbs. 13 oz., born July 11 to Mr. and Mrs. N. W. Shockley, Dept. 7-7.

REYNOLDS—Stanley Wayne, son, 7 lbs. 15 1/4 oz., born July 14 to Mr. and Mrs. S. J. Reynolds Jr., Dept. 14-2.

Lost and Found

LOST—Prescription sunglasses in white silver-flecked frame. Lost at north end of assembly building July 30. Reward. Gloria Tipton, 4125.

LOST—White gold ladies Bulova wrist watch set with small diamonds. Lost on first shift, July 24. \$25 reward. M. B. Reece, 5132.

CRA Activities

(CRA stands for Convair Recreation Association, an organization to which all Convair employees belong. Financed by proceeds from candy and soft drink machines in the plant, the association is run by a Council of employees who are commissioners of various activities. The association is run by employees for the benefit and recreation of employees. All Convair people should feel free to join any of the groups such as are listed on this page.)

Fort Worth

ARCHERY—H. L. Lucas, commissioner, ext. 5293. Shoot August 11, 1 to 5 p.m., CRA area.

ART—E. D. Weimer, commissioner, ext. 5205. Summer art course ends. Sign up under way for fall art classes which begin in September.

ASTRONOMY—A. E. Gilligan, commissioner, ext. 2222.

BADMINTON—H. R. Harrison, commissioner, ext. 7155.

BALLROOM DANCING—I. M. Pemberton, commissioner, ext. 3121. Classes each Sunday, 2 and 4:15 p.m., CRA Center.

BASEBALL—L. L. Jarl, commissioner, ext. 4250.

BASKETBALL—D. R. Cooper, commissioner, ext. 7278.

BOATING—B. D. Barber, commissioner, ext. 5205. Meetings the first Sunday of each month.

BOWLING—H. G. Starkey, commissioner, ext. 2176. Season under way. Tommy Pierce, ext. 6201, second shift bowling co-ordinator. Women's bowling each Thursday night 6 to 8:30 p.m.

BRIDGE—G. P. Anderson, commissioner, ext. 3226. Regular duplicate session, Friday, 7:45 p.m., CRA Building.

CAMERA—Miles Rogers, commissioner, ext. 2294. A. C. Berry, ext. 6140, second shift co-ordinator.

CHECKERS AND DOMINOES—A. D. Kernode, commissioner, ext. 4295.

CHESS—R. W. Wooten, commissioner, Engineering Annex No. 2, ext. 103.

DRAMA—E. S. Brown, commissioner, ext. 5242.

FISHING—Bill Parrish, commissioner, Engineering Annex No. 2, ext. 127.

GEM AND MINERAL CLUB—R. L. Norment, commissioner, ext. 7181.

GOLF—Lawrence Armstrong, commissioner, ext. 3226.

HORSESHOES—Finn Wahl, commissioner, ext. 7289.

HUNTING—Bill Parrish, commissioner, Engineering Annex No. 2, ext. 127.

ICE SKATING—Glen Carter, commissioner, ext. 3207. No skating.

JUNIOR BASEBALL—K. O'Brian, commissioner, Annex No. 2, ext. 8.

MODEL AIRPLANE—E. E. Scott, commissioner, ext. 2131.

MODEL RAILROAD—Russ Manke, commissioner, ext. 3294. Each Thursday, 7:30 p.m., construction of the railroad, benchwork, etc., CRA Center.

MOVIES—Miscellaneous movies each Monday and Wednesday during lunch period at 50-foot aisle.

RADIO—Max Schelper, commissioner, ext. 2294. First shift coordinator, Bill Hites, ext. 2103. 7133. Code and theory classes meet 10 a.m., August 7, 10, 14 and 17; 7:30 p.m., August 8 and 15. Code class, August 10 and 17, 10:30 a.m. Meet-

ings arranged for first, second and third shift personnel to attend. CRA Building.

RIDING—Guy Lewis, commissioner, ext. 3172. Teenage Riding Club each Friday, 7 p.m., CRA area.

ROPING—Guy Lewis, commissioner, ext. 3172.

SOFTBALL—R. L. Evans, commissioner, ext. 2173. Second shift coordinator, F. Johnson, ext. 4131. Engineering coordinator, Jimmy Haden, ext. 2250. Kats and Hustlers to participate in city league playoffs August 1-10 at city parks.

SQUARE DANCING—Ross Carney, commissioner, ext. 5115. Instructions and dancing each Thursday for beginners 7:30-8:30 p.m.; for advanced classes 8:30-9:30 p.m. CRA Building.

STAMP AND COIN—J. D. White, commissioner, ext. 2250. Regular meeting, August 20, 8 p.m., "Mixture Picking Party," CRA Building.

TABLE TENNIS—John Rangel, commissioner, Engineering Annex No. 2, ext. 127. Play each Friday, 7 p.m., YMCA; each Tuesday, 7 p.m., CRA Building.

TENNIS—Gene Records, commissioner, ext. 6104. Sign up for plant-wide tennis tournament. Play to be held each Tuesday and Thursday, 6:30 p.m., Forest Park courts, until championship.

TOUCH FOOTBALL—Robert Snow, commissioner, ext. 6116.

VOLLEYBALL—A. J. D'Ascenzo, commissioner, ext. 4127.

WASHER PITCHING—M. E. Goolsby, commissioner, ext. 3116.

WEIGHT LIFTING—I. B. Hale, commissioner, ext. 5267.

WELFARE—ext. 4250.

WOMEN'S ACTIVITIES—Mary Smith, commissioner, ext. 4221, second shift; Winnie Leonard, commissioner, ext. 5201, first shift. Meetings not held during July and August. Style show planned for September.

Daingerfield

BASKETBALL—D. H. Stewart, ext. 446.

BRIDGE—J. A. Wolfe, ext. 380.

DOMINOES AND CHECKERS—J. W. Nix, ext. 418.

GOLF—F. D. Stephens, ext. 481.

FISHING—P. P. Steger, ext. 414.

MODEL AIRPLANES—W. A. Reed Jr., ext. 380.

RECREATION CENTER—R. M. Powell, ext. 328, and G. R. Morton, ext. 446.

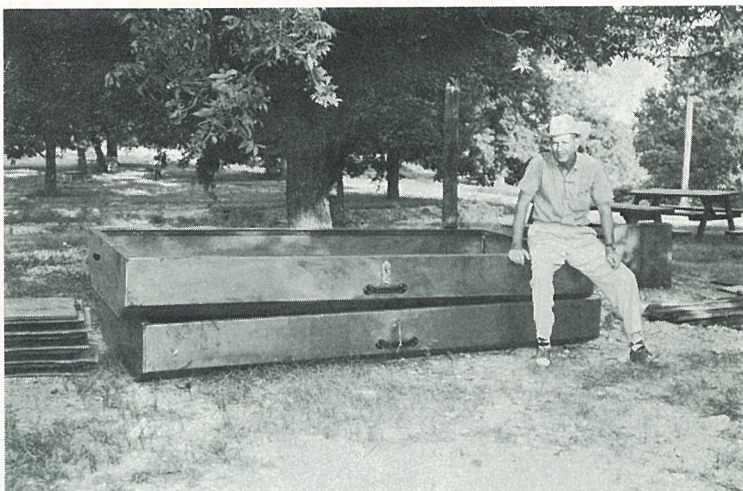
RIFLE AND PISTOL—E. C. Frye, ext. 418, and W. H. Robinson, ext. 439.

SOFTBALL—A. Joyner, ext. 446.

SQUARE DANCING—L. R. Bell, ext. 418.

BADMINTON AND TENNIS—J. R. Nazal, ext. 380.

WATER SPORTS—L. R. Latch, ext. 380.



LIDS FOR BIG PIT—C. J. Hall, CRA business manager, is dwarfed by two huge lids that will cover "Texas-Size" barbecue pit to be built at Convair Recreation Area. Now, if there was only a steak that big . . .

To Whip up 600 Steaks

Construction to Begin Soon On Huge CRA Barbecue Pit

A strange cargo unloaded in Picnic Area No. 1 at CRA recently looked something like two king-size bathtubs—or the lower half of a Hustler's pod.

But C. J. Hall, CRA business manager, explained that the items are lids—huge lids for what soon will be one of the world's largest barbecue pits. It is unlikely that even Texas has another barbecue pit to match the "Texas Size" job to be constructed at CRA.

The double pit will sit on a concrete platform 10 feet wide and 30 feet long. The lids each will cover a 50-square-foot cooking area.

A total of 600 steaks can be cooked over the pit's fires at one time.

Hall said the pit will be constructed as a departmental project by Convair employees who will donate their time and know-how. It will be located in a grove of trees just east of the river crossing.

The lids, which weigh 175 pounds each, will be counterbalanced. Fire pans inside the pit will allow cooks to raise or

lower the flames as needed. Sliding grills will allow preparation of meats outside the pits.

The pit and about 200 square feet of serving tables will be built of native stone. The chimney will be 12 feet high.

When completed, the huge pit will be available for departmental parties—or to just any Convair group that wants to whip up five or six hundred steaks.

Daingerfield CRA Gets New Patio-Like Slab

A 30 by 60 foot concrete slab soon will be poured in the CRA recreational area at Convair Daingerfield. Employees will use the slab to dance and play games.

Decision to pour the concrete slab was made at a regular meeting of Daingerfield CRA July 11. CRA president R. M. Horn appointed L. R. Bell, George Morton, Jim Nazzal and Louis Latch as a committee to pick a location for the slab, which may eventually be covered by a building.

Stamps Bought By-the-Pound For 'Mixture Picking Party'

CRA philatelists will hold a "mixture picking party" for bargain-hunting stamp collectors at

8 p.m. Aug. 20 in the CRA Center.

"This is our own invention," said commissioner J. D. White. He said other clubs throughout the country now hold mixture picking parties, following the lead of CRA stamp collectors.

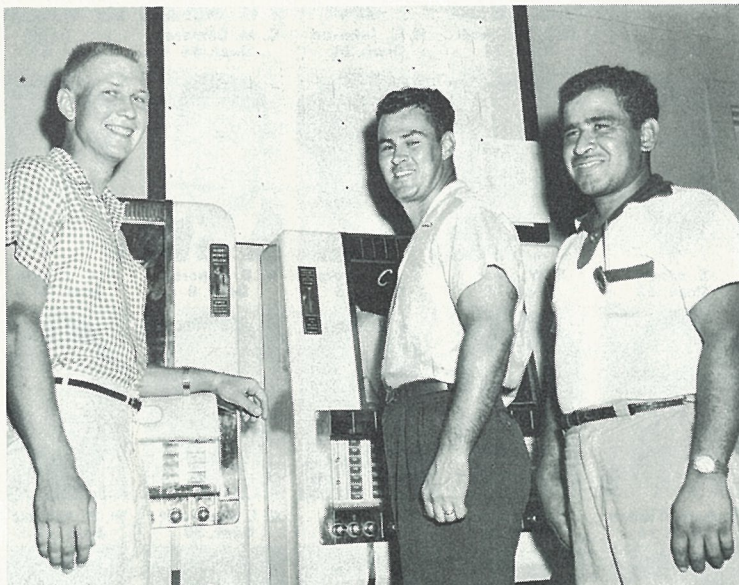
White said 15 pounds of stamps will be on the "picking tables" for people to rummage through. Some of the individual stamps will be worth up to 20 cents each, but White said the stamps regardless of value will sell for about one cent each.

The stamps will be a mixture of foreign and United States issues.

Code, Theory Class For Second Shift

A second shift radio code and theory class now is being held at the CRA center on Wednesdays and Saturdays.

Max Schelper, commissioner, said additional information can be obtained from Bob Lundy at 3286, or at any of the scheduled classes. Second shift classes will be held at 10 a.m. Aug. 7, 10, 14 and 17.



TOURNAMENT GOLFERS—Flight winners in CRA plant wide golf tournament appear mighty happy as they swap yarns about their troubles. At left, left to right, are John Dillin, Dept. 6-6, fourth flight; Rudy McClellan, Dept. 6-9, second flight; and Joe Pacheco, Dept. 46, third flight. In photo at right, Joe Mayes, Dept. 61, winner of flight nine, shows G. E. Mounce, Dept. 8 and flight eight winner, how he sliced ball. Standing are H. G. Booth, Dept. 4, left, flight six winner; and Sam Burch, Dept. 6-4, seventh flight champ.

★ Convairiety ★

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Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., news editor; Dorothy Keller.

Antelope Valley Editorial Offices, Industrial Relations, Palmdale, ext. 37 or 38. Staff: Betty Lou Nash.



LUCKY THIRTEEN—Members of CRA team that took trophy in North Texas Industrial Recreation Association league play pose for team shot. The men won double-header in playoff to take softball championship over Naval Air Station, Temco and Chance Vought.

CRA Team Turns On the Power To Take NTIRA Softball Trophy

Convair's CRA softball team in the North Texas Industrial Recreation League turned on the power in second half play to take the 1957 championship in the two-year-old league.

Naval Air Station, defending champion, threatened to repeat after bowling over all opposition in first half play, but the CRA nine proved strongest in the second round.

A playoff double-header July 25 won the league trophy for Convair as the CRA team took both games, 6-2, 3-2. The playoff was held at the Grand Prairie NAS.

Billy Martin packed the big stick in the first game. He knocked a three-run homer. Dean Peterson was winning pitcher.

In second game, relief pitcher Avis Johnson was credited with

the win. Johnson went in with the CRA's behind 1-2. Final score was 3-2 in favor of Convair.

A trophy was presented to CRA by the league, which also includes Temco and Chance Vought. Robert Snow manages the CRA team.

Four-Run Rally Earns Rebels Tie for First

A four-run rally in the top half of the sixth earned the Rebels a tie for first place in second shift softball standings as they defeated the Bonders 7-3 July 30.

The Rebels now are tied with the Owls for top spot in the standings. Each team has three wins and a loss.

Winning pitcher for the Rebels was R. S. Dunkin.

In an earlier game, the Hawks dropped a heart-breaker to Metal Formers, 3-2. A two-run homer by F. Johnson scored both Hawk runs. Winning pitcher was Joe Word.

Other league won-lost records are, Hawks, 2-2; Bonders, 1-3; and Metal Formers, 1-3.

Pirates on Championship Path; Await Protested Game Decision

CRA's terrific 12-and-under junior baseball nine—the Pirates—was on the championship trail last week as they represented Convair in Fort Worth Recreation Department city playoffs.

With two games behind them,



Tennis Tournament Entries Lag As Friday Deadline Draws Near

Tennis Commissioner Gene Records said entries in the 1957 plant wide tennis tournament are below last year's record-breaking field.

Deadline for entries is Friday (Aug. 9). Contestants may sign up at the CRA office at the 50-foot aisle. There is no entry fee.

Records said 17 entries are in for singles play and 16 have signed for doubles competition. Some pairings already have been made, with contestants allowed one week to complete play.

After all entries are in, Records

said, brackets will be posted on the bulletin board outside the CRA office. Contestants are asked to post their own results. The brackets will be up Monday.

Trophies will go to winner and runner up in each division.

A strong favorite in the singles competition will be defending champion Chuck Samson. Samson also is city singles champion. He played at Notre Dame.

Records said balls and nets will be furnished. Tournament play will begin at 6:30 p.m. on Tuesdays and Thursdays.

Junior Baseballers Draw Praise As Managers Review '57 Season

CRA junior baseballers are "top competitors," according to team managers in end-of-season statements.

Each of the managers declared his particular nine was the best bunch of boys anywhere, and each was quick with statistics to back up his stand.

B. B. Blaisdell, manager of the B-58s, said: "We had a good season. With a couple of breaks, we would have been on top."

The B-58s finished the season with 12 wins and four losses in play at Z. Boaz Park. The record was good enough for second place.

Breaks also went against the Teeners, managed by O. O. Strickland. The teen team is a fairly consistent winner each year in play at Rockwood Park.

A number of close games—and losses by small margins—kept the nine out of the running this year, but Strickland is convinced "I have the best team in the league."

C. L. Cheves, manager of the CRA Jets, said his team was much better than its record. He pointed out that the team was the only one in the league to beat the league leader.

In 12-and-under play, the Pirates breezed to the championship.

As proof of the league's power, the Panther nine defeated a team

60 CRA Boaters Join in Cruise On Lake Whitney

Sixty members of the CRA boating activity took 25 boats to Lake Whitney for a weekend outing July 20-21.

Ned Leonard, club secretary, said headquarters for the cruise was Cedar Creek Lodge. The fleet motored to the dam, participated in water sports, saw movies and ate picnic-style lunches.

Contest prizes included water skis, a rod and reel, a boat ladder, gift certificates and yachting caps.

People who won prizes were Nita Harper, Dike Hertzler, R. O. Hughes, Preston Wisely, Mamie Shaw, V. Tolliver, Donald Hankins, Helen Talley, Ruby Rector and Linda Orbison.

Also, Mr. and Mrs. Bert Stringer, Lucille McBurney, Bill Harper, Jack Powell and J. A. Stewart.

Bert Barber, boating commissioner, said a meeting was held Aug. 4 at the shelter house on Goat Island in Lake Worth. Boat licenses for Lake Worth were not needed for people attending the meeting, through special arrangements with the lake officer.

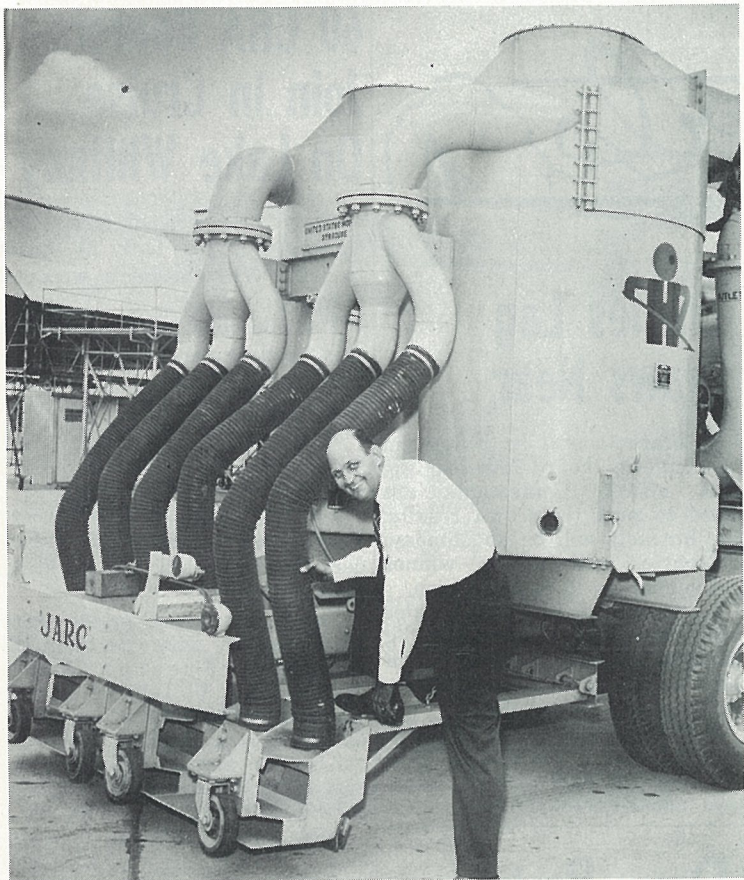
Barber said next lakeside meeting will be held Sept. 1 at a place to be announced.



JUNIOR BASEBALL—Managers of CRA junior baseball nines pose with teams for end-of-season pictures. Top, B-58s (13 and 14-year-olds) managed by B. B. Blaisdell at right, assisted by F. I. Aguilera, left; center, Teeners (13 and 14-year-olds) managed by O. O. Strickland; below, CRA Jets (15 and 16-year-olds) managed by C. L. Cheves.



DAINGERFIELD'S ACTORS—Bill Talk, left, and L. R. Stuart of Convair Daingerfield will appear in Humble Oil Company's "Texas in Review" TV series this summer. Men will make spin casting scenes for story about Daingerfield State Park.



CLEAN SWEEPER—H. L. Tucker, garage foreman at Convair Fort Worth, inspects a suction hose on giant vacuum machine which will be used to keep runways and ramp areas clear of debris that might damage jet engines.

Big Vacuum Cleaner to Sweep Runway Clean for Jet Hustler

Convair Fort Worth soon will begin operation of a giant "JARC"—jet aircraft runway cleaner—which may be one of the largest vacuum cleaners in the world.

The huge machine will be used to clean debris off runways, taxi areas and ramp stations prior to flight of the B-58 Hustler.

R. W. Dodd, superintendent of development field operations, said the machine will result in a big manpower savings and better protection to ships in flight status.

"It took about 30 to 40 men to pick debris off the runway prior to flights," Dodd said. "This machine will clean a swath eight

feet wide at about 25 miles per hour."

Dodd pointed out that even the smallest piece of debris can damage jet engines or a jet aircraft's tires when it taxis or takes off.

The machine will be operated by yard maintenance on request prior to flights. F. B. Thompson, maintenance superintendent, said the JARC should be in operation in about two weeks.

The JARC arrived at the Fort Worth plant aboard a railroad flat car July 25. It came from the U. S. Hoffman Machinery Co. of New York.

A representative of the New York firm was due in Fort Worth to instruct drivers in operation of the machine.

More Than 400 Take Advantage Of Stromberg-Carlson Offer

More than 420 Convair Fort Worth employees have obtained discount authorizations on Stromberg-Carlson high fidelity consoles and components since the program began in December.

The authorizations, available at employee services on the 50-foot aisle, enable employees to purchase Stromberg-Carlson products at a saving of about 30 per cent from list price.

Products include high fidelity phonographs, phonograph-radio combinations and components.

Tom Croft of employee services said buyers can look over the equipment at a display in the em-

ployees' cafeteria, but that purchases must be made from regular dealers.

Fort Worth dealers are Oliver Ross Piano Company, Hoover Jones Appliances and Sam's Stop and Shop. Padgett Sound and Equipment Company is dealer for components.

An employee is allowed to purchase only one console a year, and the set must be purchased for use in the employee's home.

Croft said authorization slips are available for the asking. The slips, however, are valid for only 15 days. Terms can be arranged with the dealer.

IAS Delegation Will Witness Terrier Firing

Two Convair men and two Convair products are playing prominent roles this week in the National Naval Aviation meeting being conducted in San Diego by the Institute of the Aeronautical Sciences. Navy Secretary Thomas S. Gates Jr. is guest of honor and principal speaker.

R. H. Oversmith, senior hydrodynamics engineer at Convair San Diego, spoke yesterday (Tuesday, Aug. 6) as a member of a panel on water-based aircraft. He discussed "new method for predicting the hydrodynamic characteristics of water-based aircraft."

Tomorrow (Thursday, Aug. 8) a panel on carrier-based aircraft and missiles will hear E. D. Heller, manager of manufacturing development department at Convair Pomona, on manufacturing research and development for the Terrier missile.

The Terrier itself was one of the stars of a demonstration field trip made by a group aboard the carrier Ticonderoga today. A delegation was scheduled to watch firing of the Convair Pomona-built missile from the USS Norton Sound at sea.

This Saturday (Aug. 10) in connection with an aerial demonstration and static display at Miramar Naval Air Station, a Convair R3Y seaplane will demonstrate in-flight refueling of four fighter airplanes over the station.

Trio Assigned To FW Tour

Three Air Force officers are at Convair Fort Worth to begin a year's training with the company in the Air Force's procurement training program.

The men are Lt. Col. George D. Mobbs, Maj. Edward W. Hess and Maj. Theodore A. Burda.

While at the Fort Worth plant, the officers will rotate through each department to observe each step in the production of aircraft.

Hess, who was born in Indianapolis, has just completed a three-year stint as ROTC instructor at North Texas State College at Denton.

Mobbs, who has been commissioned 16 years, flew P-40s in North Africa and Egypt during World War II. He later was assigned to an interceptor squadron flying F-94 jets.

Burda flew B-17s in the Pacific as a bombardier during World War II. He joined the old Army Air Corps in 1941. He is a graduate of Long Beach State College and holds the equivalent of an MS degree in industrial administration from the Institute of Technology, USAF, Wright-Patterson AFB.

Course in 'Humanics' Starting Next Month Sponsored by Club

Registrations now are being accepted for a Convair Fort Worth Management Club-sponsored course in humanics to be conducted by "Judge" Glenn Taylor.

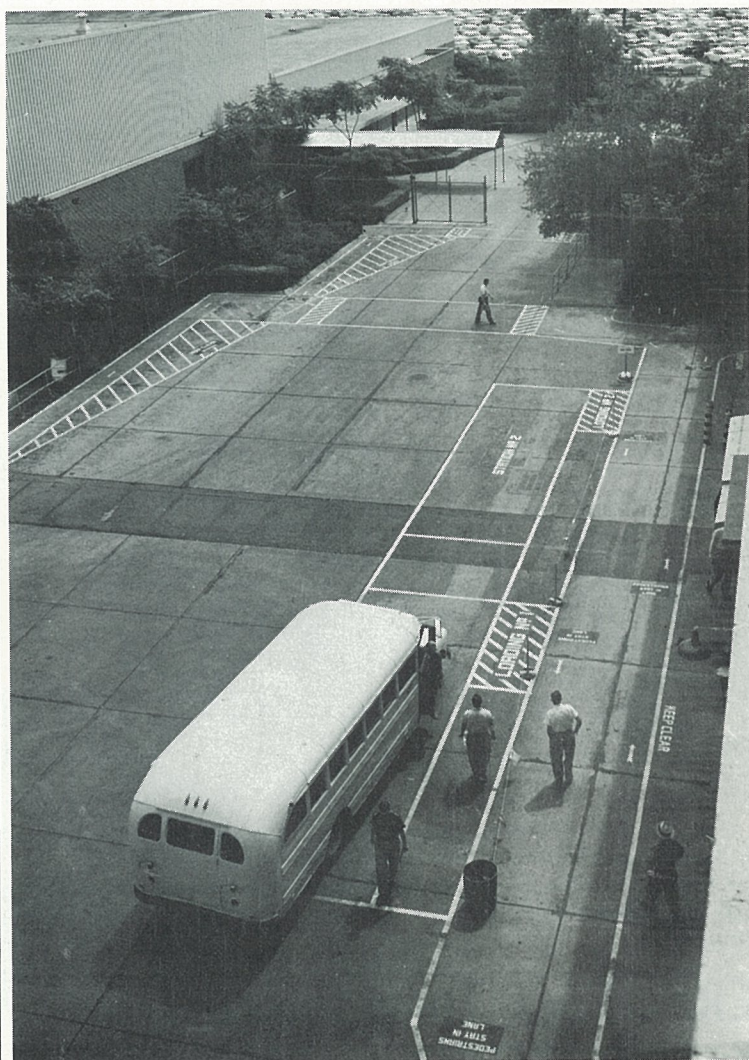
First and second shift classes will be limited to an enrollment of 35 students each. Fee will be \$20 to the student, with the club paying remainder of the normal \$40 fee.

Jim Long of the training section said only the first 35 applicants on each shift who pay the fee will be accepted.

The 10-week course deals with personality development, leadership training, human relations, effective speaking and self-confidence.

Classes will meet at the Hilton Hotel, with first shift classes beginning at 6:30 p.m. Aug. 13, and second shift, at 10 a.m. Aug. 15.

Registrations may be made with Long in the training section, Col. 45-C (Mezz.).



NEW LOOK—New markings near cafeteria gate—the "Times Square" of Convair Fort Worth—are designed to improve safety and traffic flow in area. Walkways are provided for pedestrians and bus zones are marked. Other parking is prohibited.

Convair's 'Times Square' Gets New Traffic Flow

Employees at Convair Fort Worth are being introduced to a new traffic pattern at the cafeteria gate for both pedestrian and vehicular movement.

I. B. Hale, chief of industrial security, said new bus service brings additional vehicles into the area and that new regulations were necessary both from an operational and safety standpoint.

All vehicle parking (except for a few scooters) is prohibited in the area, and bright yellow markings show pedestrian walkways and bus loading zones.

An industrial security guard is temporarily stationed in the area to inform employees of the new

regulations, but Hale said the guard will not remain there permanently.

"When people are aware of the pattern," Hale predicted, "I'm sure they will cooperate."

Hale said vehicular parking was stopped because large buses must make turns there. The spot is a terminal point for both in-plant and outside buses.

Also, Hale said, parking other than by buses would clog up the fire lane.

Walkways are marked to protect the increasing number of pedestrians who use the area to board buses and to go to the cafeteria.

Bus Schedule To Save Time

Engineers at Convair Fort Worth who must make trips between the engineering building and the plant now ride modern, on-schedule buses operated by Fort Worth Transit Company.

A. A. Norman said two of the city buses are chartered on an eight-hour-a-day basis to provide a continuous 20-minute schedule.

"Engineers save 10 minutes a trip over the old system," Norman said. "The savings in time will more than pay for the service."

The new engineering building formerly was served by two company buses—1941 models—which were not satisfactory for the task.

Norman said the city buses are nicer and long waits by employees are avoided because the drivers maintain a rigid schedule.

"It enables everyone to time their trips better," Norman explained.

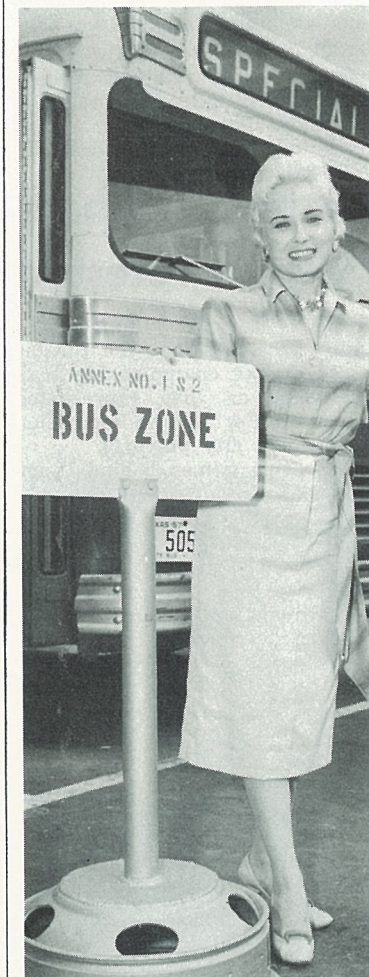
Brazil's REAL Orders Four Jet Transports

(Continued from Page 1) ing system of the Convair 880, 615-mile-per-hour jet transport.

The fan, utilizing slotted blades for quieter and more efficient operation, effects important size and weight reductions. The complete unit for the 880 weighs only 22 pounds and is 7½ inches in diameter. Its performance surpasses that of more bulky conventional types.



TEST CREW—Convair Fort Worth employees stand beside B-58 cabin mock-up which is used in sled tests on Mojave Desert. Left to right, W. R. Garrett, C. R. Dennon, G. W. Larson, C. C. Hall, J. C. Boatenhamer, J. Leath, P. Shannon, J. E. Hickok and, kneeling, J. W. Tackett.



EXTRA SPECIAL—Pam Shelton of estimating demonstrates convenience of new bus service at Convair Fort Worth. Zone for riders going to engineering annexes is near cafeteria gate. Bus is marked "Special."

Convairiety

For the benefit of Convair people everywhere.

Published every other Wednesday by Consolidated Vultee Aircraft Corp.

FORT WORTH EDITION

★ ★ ★
Phone your news
to CONVAIRIETY FW
editorial office, Ext. 5269

Vol. 2, No. 20

52

SAN DIEGO, CALIF.

DAINGERFIELD, TEX.

FT. WORTH, TEX.

Wednesday, September 28, 1949

Improved B-36 Servicing Goal of Convair and AF

Convair Men Aid Rescue Of AF Flyers

Quick action on the part of two Convair FW men and one of their neighbors resulted in rescue in a matter of minutes of three of the eight survivors of the ill-fated Air Force B-36 bomber which crashed into Lake Worth on a take-off, Sept. 15.

The Convair men were Don J. Clow, chief industrial engineer, and B. A. Erickson, manager of Flight, both of whose homes are several hundred yards across a small inlet on the lake, and almost directly opposite the north end of the Carswell AF Base runway.

"We were watching television when I heard the B-36," said Clow later. "We heard the crash, and I immediately called to my neighbors."

Erickson and Jack Overstreet, American Airlines flight dispatcher, responded immediately, as did Mrs. Overstreet.

Mrs. Overstreet jumped in the water and pulled their anchored boat to shore while the men went for an outboard motor.

"The boat bottom held several inches of rainwater when we

(Continued on page 8)

Convair Sends Six To NAF Convention

Four Convair FW Management Club officers and two from the SD club attended the National Association of Foremen convention in Detroit, Sept. 21-24.

Keynote speaker was C. A. Kothe, Industrial Relations consultant who was principal speaker at the September meeting of the Ft. Worth club. Delegates were Sam E. Keith, Jr., President; F. G. Bramlett, C. Houp and J. R. Lock, all from FW. Lock is a national director of NAF. San Diego was represented by President J. S. Bryant and Recording Secretary J. C. Buchan.



SMOKE RINGS—Seldom seen and possible only when there is mist in the air are these vapor circles caught by the camera as an American Airlines Convair-Liner was taking off from Boston recently. Boston Herald Photographer Julian Carpenter made the unusual shot. The picture has not been retouched.

Visitors From Abroad Impressed by B-36 As Force for Peace

The Convair B-36 and the mile-long Convair Ft. Worth Division plant in which it is built made up the most impressive sight in America for 50 European editors and writers who have just completed a coast-to-coast tour of the United States.

That was the statement made by A. P. Wadsworth, of the Manchester (England) Guardian, upon conclusion of the tour. Said Wadsworth, who acted as spokesman for the group:

"We from Europe saw something that raised our hopes. We saw and understood the 'mounting hope for peace' as expressed by Senator Vandenberg."

"We were convinced, from our sight of the B-36, that the Atlantic Pact has teeth behind it, and that the aggressor's task will not be an easy one."

While in the United States, the party visited San Francisco, Hollywood, San Diego, Ft. Worth,

(Continued on page 8)

Biggest Square Dance in History Slated at FW Jamboree Oct. 18

More stompin' and do-si-dos than ever before seen in one place at one time in the history of Ft. Worth is in prospect for the first plant-wide CRA Square Dance Jamboree, according to Ross Carney, CRA square dance commissioner.

The big event will be held Oct. 18—and the North Side Coliseum already has been reserved for that night.

"We estimate that we can get from 60 to 80 squares on the dance floor at one time," said Carney. "And if that isn't enough for all the people who want to dance, we'll take turns. There'll be all the dancing anybody could ever want in one night."

Live music will be provided by Benny Thomason and His Cowtown Cowboys, and the dance-calling will be done by Cal Moore, recognized by square dance enthusiasts as the best in the Ft. Worth territory.

"All CRA members are invited, whether they dance or just come to watch," said Carney. "We plan to make this one of the outstanding CRA events every year."

Tickets will be 60 cents per person. Funds over and above

expenses, if any, will be used to promote and encourage the CRA square dance activity.

L. H. Allen, Dept. 50, and W. H. Vinson, Dept. 22, have been appointed sub-commissioners in charge of ticket sales.

I. M. Pemberton, Dept. 30, and T. A. Billings, Dept. 6, will be in charge of registration of sets. Dancers are not required to register prior to the dance, but are invited to do so in order to facilitate handling of the dance.

T. J. Shockley, Dept. 31, and W. W. Wisdom, Dept. 8, will be in charge of allocating floor space. Ed Cheney, Dept. 82, also will assist.

Arrangements for tickets can be made through department clerks, the sub-commissioners named above, or through Employment Services section.

Supply and Maintenance Under Study

The men who make them, the men who supply and maintain them, and the men who fly them met across conference tables in Ft. Worth last week to devise ways and means of keeping Air Force B-36 bombers in the air a maximum amount of time with a minimum of effort.

Improved Convair service to the Air Force, and improved B-36 maintenance and supply operations within the Air Force itself, were expected as result of the conferences, according to Ray O. Ryan, Convair FW Division manager who headed the Convair conferences.

Air Force representatives at the conferences came from USAF headquarters in Washington, from the Strategic Air Command headquarters in Omaha, from Air Materiel Area, Dayton, from Oklahoma City Air Materiel Area, from San Antonio Air Materiel Area, and from Eighth Air Force groups at Carswell.

Heading the AMC delegation and taking an active part in the conferences were Brig. Gen. A. H. Johnson, Deputy Chief in the office of the Deputy to the Commanding General for Operations at AMC, and Col. Mark E. Bradley, Deputy Director of Procurement and Industrial Planning at AMC.

The opening general conference subsequently was divided into two groups. Acting as chairman of the general conference, and later as chairman of the conference on supply, was Col. M. D. Unruh,

(Continued on page 8)



VISITORS FROM HOME—Visitors from his home town, Bergen, Norway, were welcomed by Finn Wahl, Convair FW Machine Shop (30) foreman, when 50 European newspapermen toured the Ft. Worth Division Sept. 12. Left to right are Torleiv Opstad, Inge-mund Fenn, Reidar Lunde, Wahl and Per Opoien. They are shown in the Convair cafeteria where the party had lunch. Fenn is a newspaperman in Bergen, Norway, from which Wahl came to the United States 27 years ago.

103 at FW Serving On Nine Different Safety Committees

Names of 103 Convair FW employees serving on the nine different employee Safety Committees representing all areas in the factory were issued last week by J. L. Budros, safety supervisor.

The Safety Committee members serve for a period of three months, during which time they participate in a series of conferences on safety problems and assist their supervisors in encouraging proper safe practices in their areas.

Employees now serving on first shift committees are:

Field Operations (61): F. J. Verrips, F. L. Robertson, P. D. Pittman, C. M. Gaylor, S. S. Bates, R. L. Fielder, E. M. Gaylor, T. H. Lide.

Conversion (62, 63): M. Kirk,

(Continued on page 8)



FIDDLE BAND—"Benny Thomason and His Cowtown Cowboys" play every Monday night for Convair FW square dances at Rockwood Park, and will play for the Oct. 18 Jamboree at North Side Coliseum.

Convairiety

Published every other Wednesday by Convair's Industrial Relations Department, Employee Activities Section, Eldon Frye, manager; Logan Jenkins, editor. Convairiety has three objectives.

1. To help make Convair the best aircraft manufacturing company in the business.
2. To help make Convair the best place to work in the business.
3. To help make Convair personnel the best informed in the business.

Editorial offices, San Diego, building No. 7, Ext. 1071, 1072. Ft. Worth editorial offices, Industrial Relations department, Ext. 5269, Bob Vollmer, editor; Jean Goggans, women's editor.

Staff photographers: Warren Kemmer and T. W. Fitch, San Diego; Fred Carlile C. P. Connally, Harold F. Dry, R. E. Slawson, Ft. Worth.

Log Book Entries

Awards

FT. WORTH

The following received employee suggestion awards totaling \$821.84 for the weeks ending Aug. 11 through Sept. 8:

Dept. 3, Industrial Relations: D. I. McKee; Dept. 6-2, Engineering: E. J. Dugan Jr.; Dept. 12-3, Flight: J. L. Vawter; Dept. 14, Tool Service: E. F. Storey; Dept. 22-8, Production Control: F. D. Laws; G. I. Moody, W. T. Evans; Dept. 24, Tooling: Mildred McCauley; Dept. 25, Plant Engineering: F. V. Buckalew.

Dept. 27, Inspection: J. R. Blackburn, E. T. Austin; Dept. 30, Machine Shop: E. T. C. Miller; Dept. 31, Metal Forming: Bill Freeman, Elmer Main, W. O. Yalo; R. H. Barton; Dept. 43, Bomb Bay: R. E. Stults, A. O. Cross; Dept. 44, Nose and Tail: S. B. Turner, M. B. Carlock, H. N. Gilbert, M. I. Dixon.

Dept. 46, Mating and Wing Comp.: R. J. Roberts, J. O. Williams; Dept. 47, Outer Wing and Engines: A. W. Armstrong; Dept. 73, Sub-Assembly: K. H. McDaniel, D. L. Milligan.

SAN DIEGO

The following received employee suggestion awards totaling \$283.30 for the weeks ending Sept. 9 and Sept. 15:

Dept. 3, Industrial Relations: L. Plummer; Dept. 6, Engineering: R. C. Sutton; Dept. 16, Office Services: G. A. Beckstrand, H. C. Jones.

Dept. 24, Planning & Tooling: D. Burton; Dept. 27, Inspection & Flight: J. W. Dixon, R. H. Nicholson; Dept. 31, Experimental: P. L. Duddy, C. J. Wilson; Dept. 115, Machine Shop: R. J. Roy; Dept. 245, Version Proofing: M. C. Hutchison, J. M. Muras.

Dept. 310, Fabric & Seat Assembly: H. E. Deyle, J. W. Stark; Dept. 330, Boeing Sub-Assembly: D. D. Dorn; Dept. 335, Boeing Nose Assembly: F. H. McAfee; Dept. 360, B-36 Outer Panel: A. J. Robertson; W. L. McDougal, R. G. Roberson; Dept. 365, B-36 Bomb Racks: M. S. Wood Jr.

Service Pins

SAN DIEGO

The following received service pins during the period Sept. 13 through Sept. 26:

Ten-year pins: Dept. 31, R. F. Ashe, G. P. Collins, N. C. Jones; Dept. 101, Dante Selvaggi; Dept. 332, R. E. Christian; Dept. 401, Thaine Allison; Dept. 403, R. W. Calvert, W. E. Nuckles, O. R. Bailey, Richard Hofmann; Dept. 406, Fred Kirkman.

Five-year pins: Dept. 4, Inez L. Knauer; Dept. 22, Marie L. Kraiger, M. V. Manz, Rufus Taggart; Dept. 25, J. A. Gordon, S. E. Morris; Dept. 31, P. W. Frisby.

Dept. 101, Emma P. Hritz; Dept. 212, H. A. Ball Jr., Oscar Carlson, E. A. Galindo; Dept. 250, Annie S. Leech; Dept. 335, Alton Williams; Dept. 360, J. A. Carr, H. G. Bizon; Dept. 365, Jack Bryan; Dept. 401, P. W. Kincheloe.

FT. WORTH

The following received service pins during the period Sept. 1 through Sept. 12:

Ten-year pins: Dept. 6, P. S. Kleven. Five-year pins: Dept. 8, F. D. Derrick; Dept. 9, A. R. Peden; Dept. 20, M. E. Pace; Dept. 22, M. W. Renshaw, O. C. Payne, D. C. Hill; Dept. 24, H. E. Hufford; Dept. 25, W. L. Sloan, M. Kirk; Dept. 31, C. G. Osborne, E. O. Murphree, E. R. Martin, E. D. Chapman, H. O. Gray, E. B. Hicks.

Dept. 43, M. L. Farris, T. B. Allen; Dept. 44, J. G. Dudley, R. M. Cushman, L. E. McKee, T. H. Rash, R. C. Tribble, H. B. Ray; Dept. 45, M. H. Smith, J. W. Cowser; Dept. 46, R. L. Taylor, V. E. Richey, O. R. Potts, W. Minor, O. L. Purves; Dept. 47, R. A. O'Bannon Jr.; Dept. 50, A. C. O'Dell Jr., R. L. Whitt; Dept. 61, O. L. Taylor, H. B. Douglass, A. R. Craig, J. M. Burson, C. Brown, J. J. Robison, R. A. Miles, V. C. Lawson.

Dept. 62, C. E. Lewis, S. E. Glasscock, V. M. Mapp; Dept. 63, E. R. Wingo, L. R. Rodgers, H. M. McKee, C. W. Bridges; Dept. 82, C. H. Togweiler.

Hitchhikers

SAN DIEGO

A. R. Hinchey, Dept. 27, desires ride from 4474 Wilson, or corner Wilson and Meade, 7:00 to 3:30. Ext. 1158. Home phone Randolph 1571.

I. U. Eggert, Dept. 11, would like ride to and from 4355 Kansas, or corner Kansas and Meade, 7:00 to 3:30. Ext. 570. Home phone Talbot 1-4085.

E. Girmus, Dept. 406, offers ride from Washington St. in Lemon Grove, via Federal Blvd., 7:00 to 3:30. No pickup west of 30th. Ext. 380. Home phone Homeland 6-0024.

Deaths

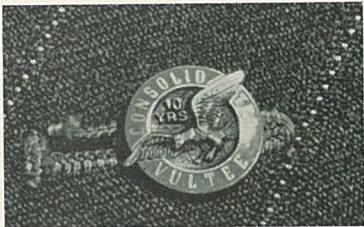
SAN DIEGO

SCHULTZ — Arthur Franklin, Dept. 101, died Sept. 9. Survivors: wife, two children.

FT. WORTH

CLACK — F. F., Dept. 47, died Sept. 9. Survivors: wife, daughter.

JANECKA — Julius F., Dept. 20, died Sept. 15. Survivors: wife, three daughters, four sons.



Following are recent winners of 10-year service pins awarded Convair employees:



Thaine Allison (Dept. 401, Jigs and Fixtures, SD) has lived in San Diego since youth. His address is 532 Casselman, Chula Vista. He is married and has two children, Janet, 6, and Alan, 3. For sports Allison lists hunting and fishing first.



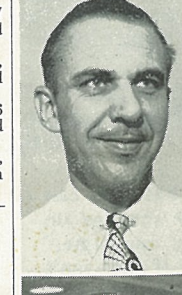
Fred Kirkman (Dept. 406, SD) has been in the template shop ever since he joined Convair a decade ago. Married, he lives at Solana Beach and has a son, Ronald, in the Navy. Although his job is his "first love," he goes "all out" for deep sea fishing.



R. E. Christian (Dept. 332, Boeing Major Sub-Assembly SD), lives at El Cajon has been in bench work and assembly, all the time at SD Division. For recreation he is chiefly interested in firearms but didn't go deer hunting when season opened. "Too many wild-shooting hunters!"



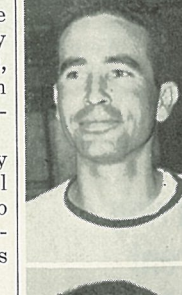
W. E. Nuckles (Dept. 403, Tool and Die, SD) lives at 4333 1/2 Montalvo and has always been with the SD Division. An ardent sportsman, Nuckles prefers lake fishing to deep sea angling. As for deer hunting he has the jump on other hunters by virtue of a large family ranch in the hills.



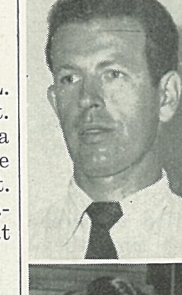
C. E. Dam-schroeder (Dept. 24 SD, Planning and Tooling) has spent all of his 10 years at the SD Division. He lives at 4235 34th street, is married and has two children, Susan, 5, and Karen, four months.



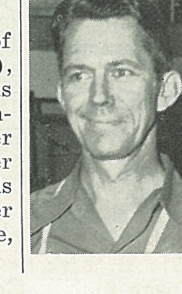
Dante Selvaggi (Dept. 101, Sheet Metal, SD) a heat treat operator, lives at 1125 E. Division Street, National City, has lived in SD 30 years. Played baseball, basketball and bowled up until the time he hurt a knee in a basketball game.



G. P. Collins (Dept. 31, Experimental, SD) lives in Lemon Grove. is married and has three children, Phillip, 4, Barbara, 2, and Charles, 1. Outside working hours Collins gets his exercise "mowing the lawn and clipping hedges."



N. C. Jones (Dept. 31, Experimental, SD) is known as Curley, for obvious reasons. He is married, lives at 1905 L in National City, has two daughters, Geraldine, 8, Virginia, 6. Sports include tennis and skiing. He is vice president of SD Ski Club.



R. W. Calvert (Dept. 403, Tool and Die, SD) lives in Chula Vista and has one son, Dale, now with the Air Force in Japan. He has been in the same department all his years with Convair. Hobbies include watching baseball and midget auto races.



NOTIFIED OF AWARDS—W. L. Bradley, center, Convair FW chairman of the Employee Suggestion Committee, notifies three workers that they will receive Employee Suggestion Awards over \$100. They are, left to right: E. T. Austin, \$117.50; Bradley, F. D. Laws, \$314; and J. L. Vawter, \$170.

Three at FW Join Ranks of Those Whose Suggestions Topped \$100

Three Convair FW workers in September joined the group of employee suggestion award winners who have received \$100 or more thus far this year for their ideas.

September winners are: F. D. Laws, J. L. Vawter and E. T. Austin. They bring the total to 17 winners who have received awards ranging from \$100 to \$345.

Laws, a dispatcher, Dept. 22-8, received the second highest award of the year, \$314, for his recommendation that the fabrication of certain parts be accomplished on a stretcher form rather than a drop hammer.

J. L. Vawter, flight test analyst, Dept. 12-3, received a \$170 award for suggesting a faster method of recording test data.

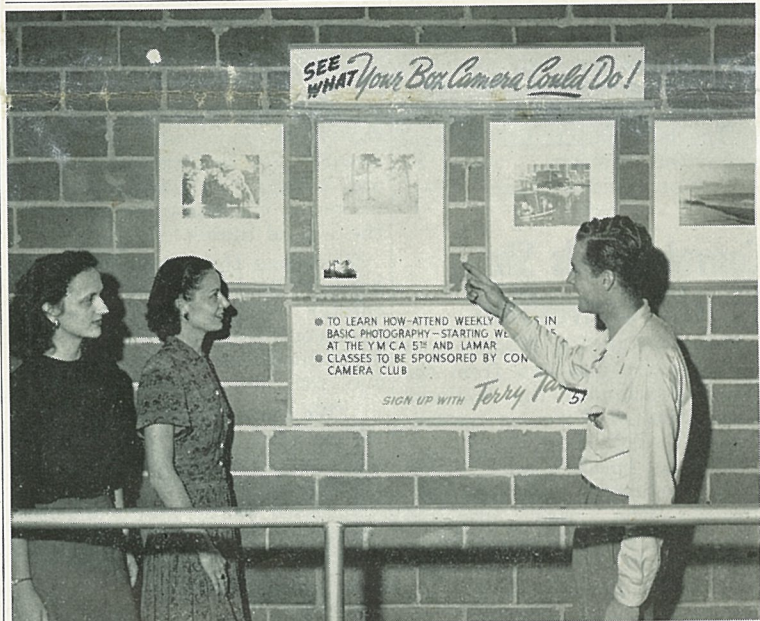
E. T. Austin, an inspector,

Dept. 27, received a \$117.50 award for suggesting the substitution of air motors for manual cranks.

Three hundred and six employees have received award payments this year compared with 273 for the same period last year.

Payments this year have totaled \$6,507, with the average award payment \$21.

Others who have received award payments of \$100 or more thus far include: Dept. 4, L. F. Perkins; Dept. 11, G. M. Stepp; Dept. 22, V. L. Kee, C. W. Fowler; Dept. 24, J. P. Crabb, J. E. Klovstad, R. L. Dodson; Dept. 31, R. O. Upchurch, A. F. Stateson; Dept. 44, R. B. Pruett; Dept. 47, A. H. Dodgin, J. E. Wells; Dept. 61, W. H. Smith, J. W. Harkins, W. D. McClure, G. E. Frazier.

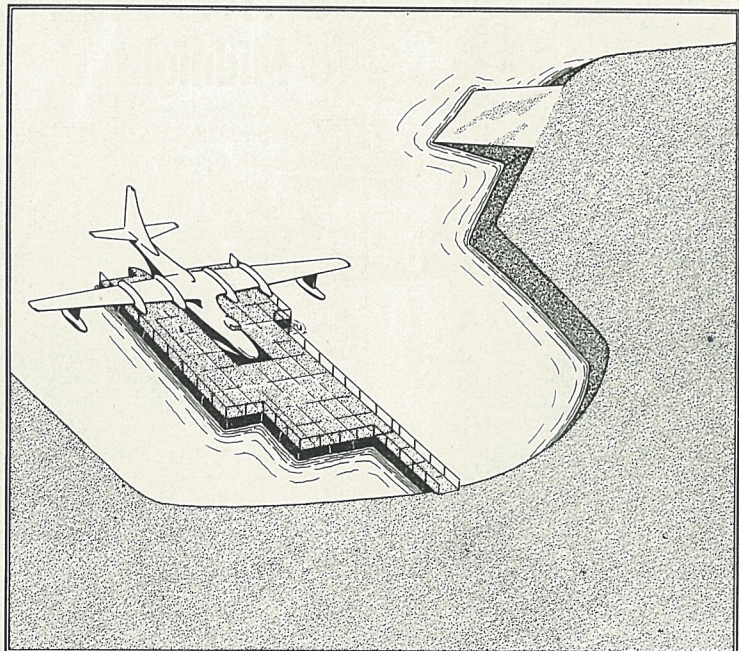


CAFETERIA DISPLAY — Gene Eicholtz, Convair FW Camera Club president, right, points out camera club display to lunchers, left to right, Billie Harris and Dee Stetler, both Dept. 6. Display illustrates "What Your Box Camera Can Do," and invited Convair FW folks to enroll for CRA-sponsored photography class beginning Oct. 5. Those interested may enroll with Terry Taylor, Ext. 5141, Employee Services section.

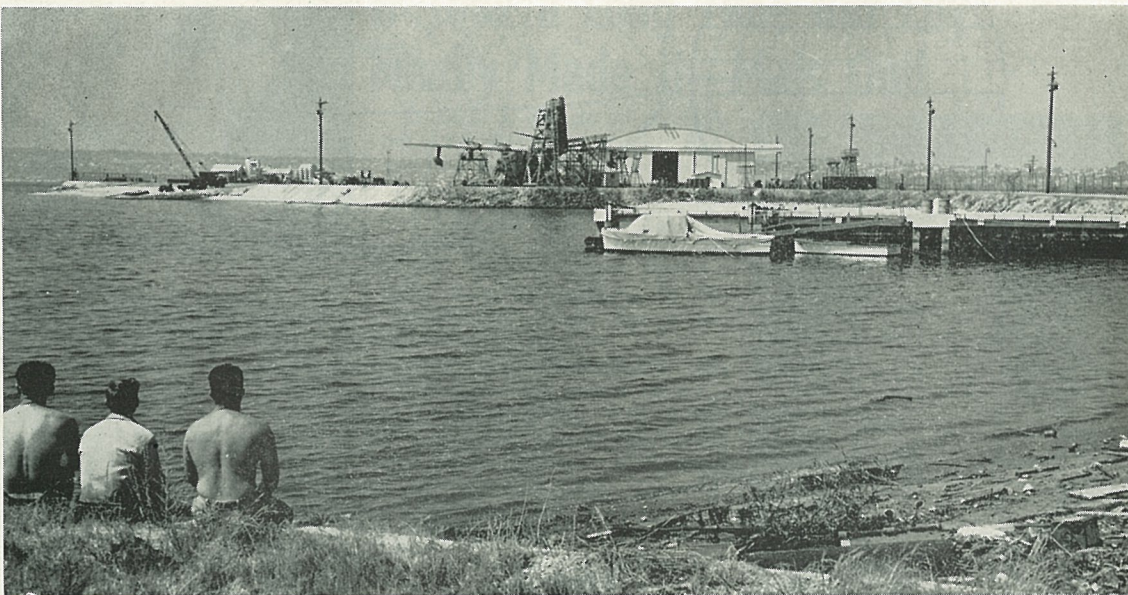


MANAGEMENT CLUB — Charles A. Kothe (center), attorney and industrial relations consultant of Tulsa, was principal speaker at the September meeting of the Convair FW Management Club. Shown with him at the meeting are Loyd L. Turner, program chairman, left, and Sam E. Keith Jr., club president, right.

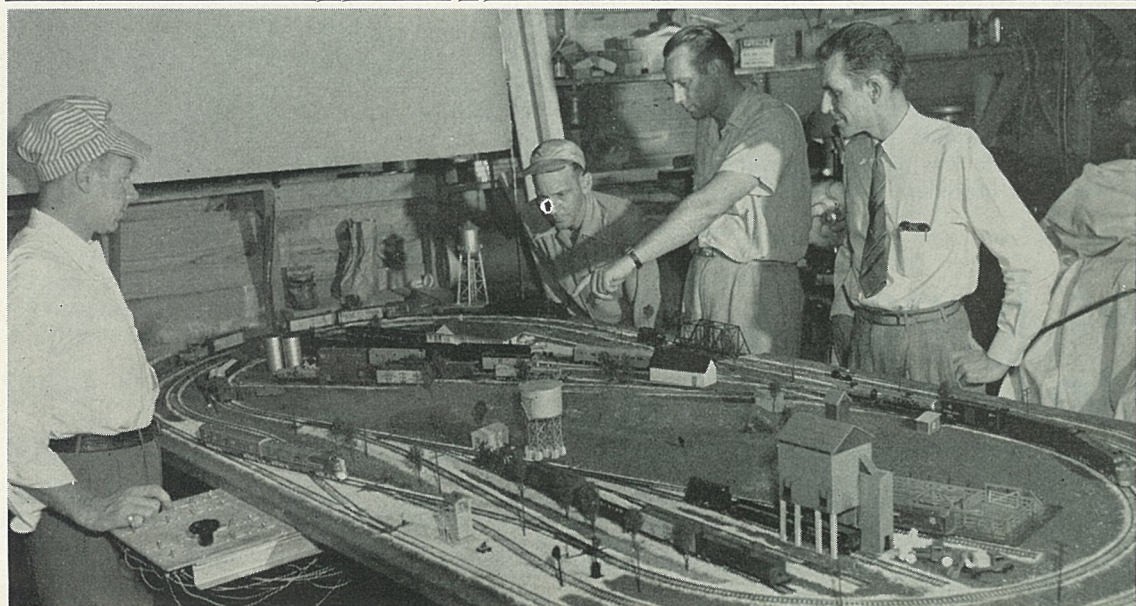
Floating Dock to Serve Flying Boat on Convair Waterfront



XP5Y-1 WILL HAVE ITS OWN DOCK IN SAN DIEGO BAY



SEAPLANE DOCK SITE—Scene above is along Convair SD's "waterfront" where new floating drydock is destined to be moored. In background is the XP5Y-1 at the seaplane ramp. Men in foreground are seated on sea wall which rims U. S. Coast Guard base. Sketch at left shows where floating dock will be located. It is designed to service the XP5Y-1 when that plane is in the water.



MODEL RAILROADERS—Workin' on the railroad these days are four Convair FW men, left to right, C. O. Unfried, in conductor's cap; Max W. Schelper, Lou Wells and Carl Dannenfeser. Their model railroad is set up in Wells' garage.

Toot Own Whistle

Four Convair Men Satisfy Secret Yen, and Operate Own Railroad

Ever have a secret desire to own a railroad so you could be the conductor?

So did four Convair FW men, so they decided to make that desire come true. It took just two years for them to acquire an entire railroad, complete with cars, buildings and tracks—on a model scale, that is.

The four "railroaders," who had never worked on a "railroad" before, are Max W. Schelper, C. O. Unfried, Lou Wells, all of Dept. 6, and Carl Dannenfeser, Dept. 4. They take turns at being conductor and switchman.

The outfit, scaled 3½ millimeters to one foot, is set up in Wells' garage at 3408 Yucca. He built the tracks, buildings and a portion of the cars. The electrically controlled railroad boasts over two dozen cars, including

box cars, oil tankers, passenger cars, switch engines, modern diesels and an 1880-style cabooses.

The cars run on two-rail tracks set realistically among Norwegian moss trees, telephone poles, a stock pen, engine water tank, pump station, steel truss type bridge and a passenger station. The entire layout is 5 feet by 10 feet.

The "engineers" don't want their railroad to look new. Con-

sequently they sprinkle dust over the cars before the "runs."

"We usually shoo the kids away when we're operating the railroad," says Schelper. The "kids" include the Dannenfeser son, Johnny, 14, who built the model automobiles for the passenger station; the Schelper children, James, 9, and Patricia Lynn, 2½; the Wells' children, Eugene H., 3½, and Gail W., 7; and the Unfrieds, ChasO, 3½, and Anna Leslie, 10.

Reason for the "shoo" order was a railroading catastrophe. The night before CONVAIRIETY photographs were to be made, the children became overenthusiastic and played havoc with the railroad. Trees were uprooted and trains derailed. The engineers stayed up half the night getting things back in working order.

The model railroaders would like to hear from other Convair train fans interested in forming a CRA-sponsored club. Those interested may contact Schelper during second shift hours at Ext. 6222 or at home, G 7-7851; Unfried at Ext. 2101; or Dannenfeser at Ext. 4265.



"The picture is terrible! Gimme everybody's money back."

Pontoon Base Near Ramp to Aid In Servicing Navy's Big XP5Y-1

A facility such as served the Navy well in many a base at home and overseas during the war will soon be serving Convair's XP5Y-1 flying boat on SD's waterfront.

It is a floating dock, made up of dozens of watertight sections known familiarly as "CB pontoons." Each pontoon is five feet by five feet by seven feet. Each weighs about a ton. Coupled together they make an excellent working surface.

Plans were virtually complete this week for the structure which will extend about 250 feet from the shoreline near the present seaplane ramp. The center section of the dock will remain open, so that the flying boat can be floated "inside." A system of winches and cables is planned for maneuvering the plane as well as securing it. The design will permit the plane to be pulled in either bow or stern first.

To make a firmer working surface for crews, the pontoons will be partially filled with water and sealed. Dock level will be about a foot and a half above the surface of the bay. The dock will be equipped with compressed air lines, electricity and similar facilities. Big advantage of the dock will be to eliminate necessity for bringing the boat ashore every time additional work is necessary.

"We expect to be able to do almost anything from the dock, including engine overhauls," Joe Famme, project engineer, predicted.

John Petit, Maintenance Superintendent at SD, who will have charge of construction, expected to complete the facility within a month or six weeks after receipt of the pontoons. These, which are being supplied by the Navy from stores at the Amphibious Training base, will be floated to Con-

vair by tug sometime next month. Preliminary work and plans were done by the Facilities Design Section of the Tooling Department, under Tom Kearns.

"Meanwhile, dredging operations are in progress in anticipation of the dock job as well as that of laying a steel grating on the bay floor to facilitate beaching the boat," Petit said.

The grating will be anchored to the bay floor with steel "nails" about six feet long, driven into the bottom with jack hammers. It will connect with the outer edge of the seaplane ramp and afford a surface for the wheels of the cradle that will carry the XP5Y-1 into the water for the first time.

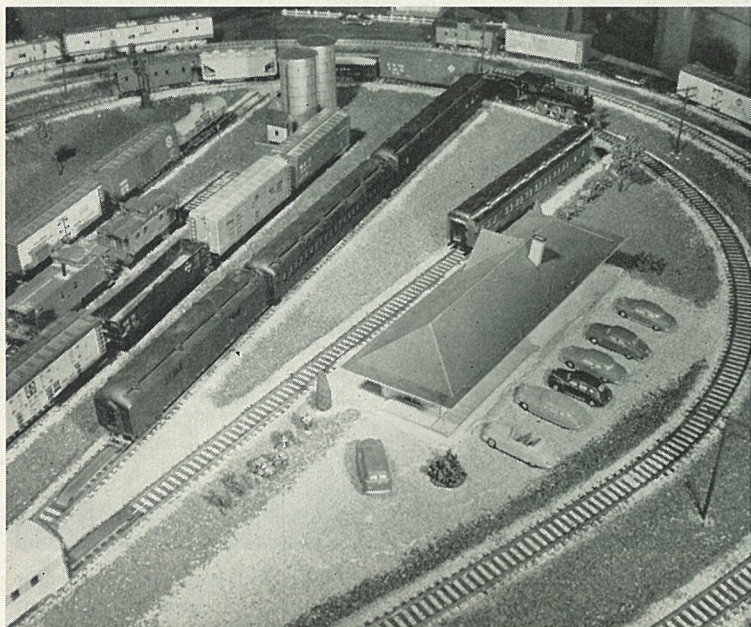
Experimental Wins At SD in August Safety

Experimental at Convair SD was the winner of the August safety contest, completing 96,200 man hours with a perfect injury index rate.

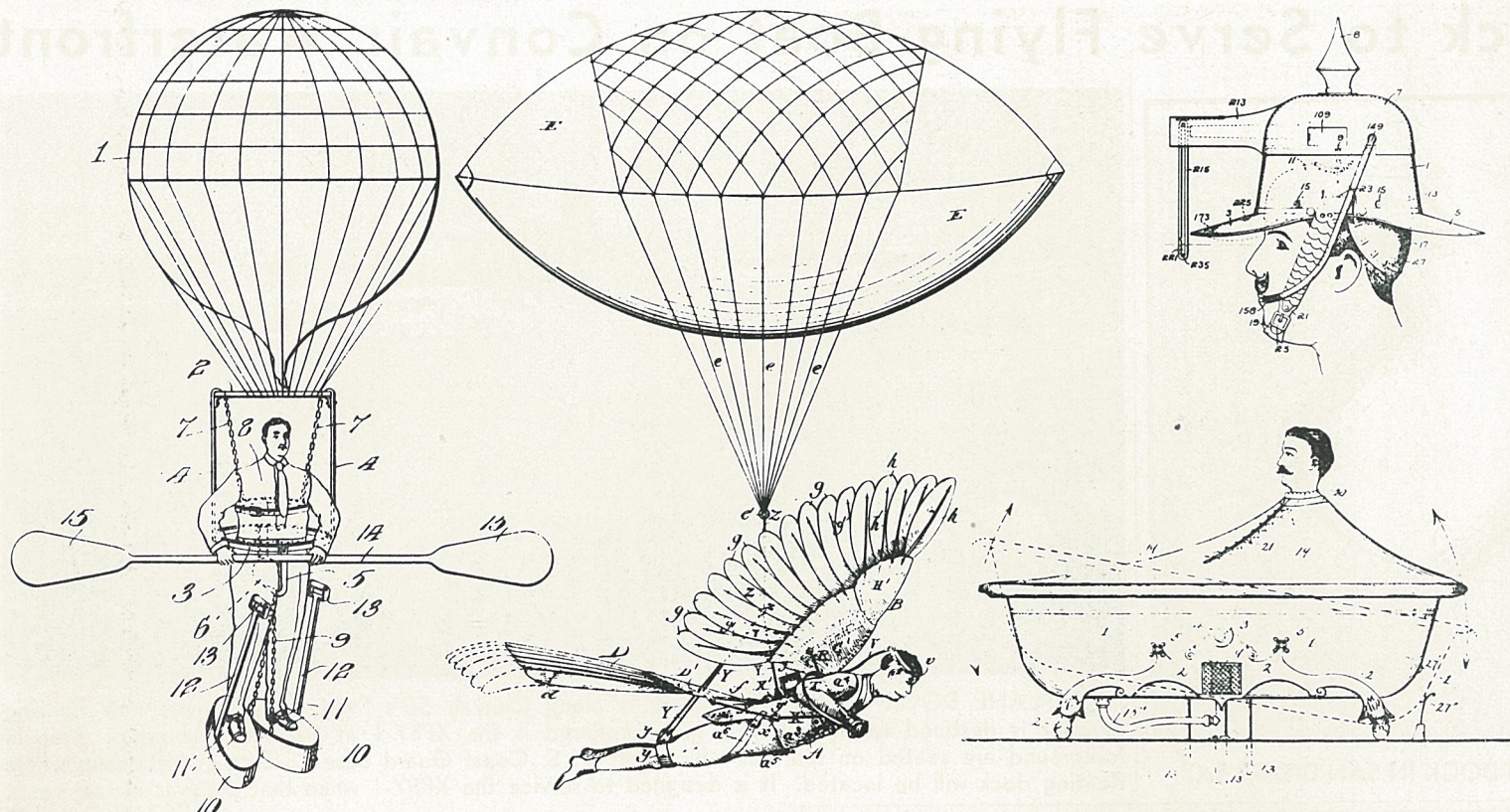
Second was unit 2 (240—Major and Primary Assemblies) with a rate of 4.39 followed in this order by unit 4 (Tooling, Material, Maintenance), unit 1 (Fabrication) and unit 3 (Field Operations, Interior Trim, 240—Final Assembly).



TAKE ME OUT TO THE BALL GAME—That's what happened to a large delegation of Convair SD's Management Club Sept. 16 when they attended a Padre baseball game en masse to root for the home team in a game against Portland. The rooting was effective, for the Padres won. Shown is a scene in Convair section,



PASSENGER TERMINAL—Model railroad has modern passenger terminal. Automobiles in front of terminal were made by Johnny Dannenfeser of FW.



A FEW OF THE FREAKS—Convair's patent library at SD, aside from being the most complete collection of aircraft patents on the west coast, is good for some laughs, too. Here are a few odd items that have been patented in past years, though NOT by Convair people. At left is a 1910 flying machine "for individual use, of dirigible balloon type dispensing with motors." Center is another, more complicated project thought up in 1889

in Colorado. (Patent doesn't say if inventors ever tried them in flight.) At upper right is a handy gadget for a soldier, patented in 1916. A gun in topside of helmet fires when soldier "chews" on trigger. "This leaves soldier's hands free for other purposes," says the patent. (Like scratching self, we presume.) At lower right is the lazy bather's prayer answered. He zips himself in, casts off life lines, then rocks!

Many Inventions

Convair Inventors' Ideas Range From Propellor Devices to Cookies

A gadget as small as a match box can turn out to be a gold mine. A device as big as a barn can be a bust.

Anywhere else but in Convair's Patent Department this would be double talk; but there it's perfectly reasonable. The patent men maintain a constant scrutiny of ideas, hoping for one that hits the jackpot. The ideas cover a wide range and some are as strange as a parachute with three speeds ahead.

"We never know from one day to the next what Convair imaginations will produce next," G. T. Gerlach, patent director, explained. "Many times the ideas our people conceive have been patented before; often they are mechanically sound but not saleable. However, the business is like gold mining. There always is a chance of hitting Bingo, and pay dirt."

Convair's Patent Office, which this week was approaching its eighth birthday, is located in building 19 at Convair SD. Its staff includes Walter Jason, assistant patent director, and two patent engineers, C. W. Dawson at the FW division and Jeff Bestic for the SD division.

During the years the office has studied more than 5,000 potential inventions conceived by fertile Convair minds. Each has received serious consideration, even the ones that at first glance seem not patentable, such as a comparatively simple idea for using fiber

glass matting to soundproof airplane cabins. At first viewed as doubtful, that idea advanced by J. W. Larson, W. S. Seville, O. R. Hoeltzel and L. A. Weinecke, all then of FW, turned out to be highly successful. It is now patented and producing regular royalties paid by other firms using it.

By contractual agreement, employees' inventions relating to the company's products or the manufacture thereof belong to Convair. Some companies pay the individual a few dollars if their ideas pan out and the benefit to the employee ends there. Convair's system is somewhat different, however. In case of inventions ultimately patented the inventor receives \$100 plus more than 20 per cent of all royalties received by the company.

Convair's Patent Department doesn't make a profit in dollars and cents. In fact, the best it can hope for is to break even on expenses. Its major value to the company comes in protecting the company against unknowingly infringing existing patents. That is why the



TALKING IT OVER—G. T. Gerlach, director of Convair's Patent Department, discusses possibilities of an invention with visitor at his SD office in building 19.

Patent Department needs to know about every new shop gimmick and every engineering innovation.

"At the same time, however, Convair is interested in encouraging its creative brains. The machinery set up to see that our engineering and shop practices aren't infringing someone else's patents is used to assist our own inventors with their ideas," Gerlach explained. "Trained guidance can mean the difference between success of an invention or failure."

Two factors account for the high mortality rate among the ideas that reach the Patent Department. One is duplication and the other is lack of sales potential. A glance at the patent library with Walt Jason will explain the first.

"Look through these volumes of patented items and see if you can think of an idea that hasn't been cooked up before!" Jason challenged. The old volume he held contained thousands of inventions, some fantastic such as a finger of steam designed to shoot out forward of a railroad locomotive to shoo cows off the tracks!

"If an idea appears worthwhile, we first make a patent search," Gerlach continued. "If the idea appears to be unique, this can be a bad sign as well as a good one. Maybe the idea wasn't workable and therefore no one wanted to go to the expense of patenting. So, our next hurdle is

to find out if it is workable and saleable."

Contrary to common belief, good ideas are rarely stolen, so long as the inventor has trained counsel. Even if someone steals the idea and applies for a patent, the inventor need only produce witnesses to testify that he explained the idea to them on a prior date. The Convair Patent Department has never experienced an attempted theft of any invention which has been submitted to outside manufacturers.

"To test marketability, there is nothing as good as a working model," Gerlach continued. "This and pictures help a lot in bringing the idea to manufacturers."

Naturally, Convair is primarily interested in ideas connected with aircraft manufacture. Frequently, however, ideas are advanced which are not associated with products which Convair builds. In such cases, the leading manufacturers are asked for an opinion of the invention. Such is the prestige of Convair, the companies usually reply with an honest evaluation and careful explanation when such a request from an individual would receive scant attention.

For example, once a Convair man suggested a pneumatic device for attaching Cleco's. It was workable—as a model proved—and useful, as anyone knows who has worked with them; but tool manufacturers all agreed that the invention was not practical, because the expense of the tooling to build them was greater than

(Continued on Page 5)

Buses Serve FW From Dawn To Midnight

For convenience of Convair FW people, CONVAIRIETY publishes here a copy of bus schedules as in effect at deadline.

Coming to the plant: Buses leave courthouse at Weatherford and Main Streets at times shown. All buses go to end of Grant's Lane, then back out the same way—except those which bear a sign in front indicating that they go to some particular employee gate, and except the three buses shown which go to the lobby entrance of Administration Building.

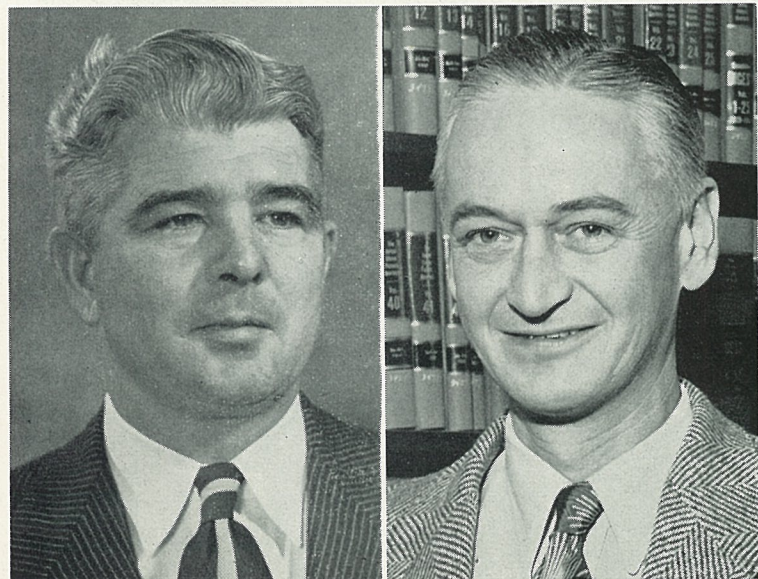
Leaving the plant for town: At shift changes, buses may be caught at employee gates used by greatest numbers of employees, and at the lobby entrance of Administration Building at the three times shown. At all other times, buses may be caught on Grant's Lane.

Buses Leave Courthouse	Arrive Convair	Leave Convair
4:55 a.m.	5:20 a.m.	5:20 a.m.
5:30	5:57	5:57
5:45	6:12	6:12
5:53	6:22	6:32
5:56	6:25	6:28
6:00	6:29	6:34
6:04	6:33	6:33
6:08	6:37	6:37
6:12	6:41	6:44
6:17	6:46	6:50
6:26	6:54	7:00
6:38 (at lobby)	7:07	7:15
7:17	7:46	7:50
7:34	8:03	8:03
8:25	8:54	8:54
9:35	10:04	10:04
10:10	10:39	10:39
10:45	11:14	11:14
11:20	11:49	11:49
11:55	12:35 p.m.	12:35 p.m.
12:30 p.m.	1:10	1:10
1:40	2:20	2:20
2:15	2:55	2:55
2:50	3:30	3:55
2:55	3:25	3:55
3:00	3:30	3:55
3:00	3:30	3:55
3:05	3:30	3:55
3:05	3:40	4:05
3:10	3:40	4:00
3:15	3:45	3:55
3:15 (at lobby)	3:45 (lobby)	4:23
3:35 (at lobby)	4:10 (lobby)	4:35
3:55	4:35	4:35
4:15	4:59	4:59
5:25	6:06	6:15
11:30	12:05 a.m.	12:30 a.m.
11:28	11:55	12:25
11:47	12:15	12:25
—	12:15	12:25

In addition: buses leave the courthouse at these additional times, but come only to the Convair entrance—and not into the plant: 7, 7:55 and 9 a.m.; and 1:05, 4:35, 4:55, 5:10, 5:45, 6:05, 6:30, 7:30, 8:30, 9:30 and 10:30 p.m.



"Yes, I know about carbon paper—but it's so much nicer having things done in triplicate."



ENGINEERS—Sometimes Convair people think up potential inventions but don't realize their possibilities. To keep up with these, C. W. Dawson of Ft. Worth (left) and Jeff Bastic of San Diego, both patent engineers, keep close tab on activities in both plants so no bright ideas will be overlooked.



MODELS AND LAW BOOKS—Surrounded by models of new devices is Walter Jason, assistant director of Convair's Patent Department. Library, where picture was taken, contains best collection of aircraft patents on west coast. Jason, an expert patent attorney, uses library to avoid duplications when Convair inventors suggest new ideas.



BEHIND THE SCENES—Here's how two Convair wives run the show in their homes. Mrs. Alice Kerner, left, and Mrs. Marion Overdeer demonstrate technique connected with hobby of operating marionettes. Latter has performed professionally, hopes to put on shows for groups of children.

Women in Control

Two Convair Wives Make a Hobby Of Pulling Strings—Real Ones Too

Any married man who is honest with himself will admit that it's a woman who pulls the strings.

Two Convair SD men—John H. Overdeer of Dept. 4 and L. W. Kerner of Dept. 22—have tangible proof of the fact. Besides the invisible strings they have in common with the rest of us, real strings are being pulled regularly in their homes, by their wives, of course. The strings are attached to marionettes, however, and not to the husbands.

"These are the only men we can really control," Mrs. Alice Kerner complained as she manipulated one of the dolls, but her smile belied her words.

It all started some years ago, back in Elkhart, Ind., when a physician and an artist, who had operated marionettes as a hobby, gave it up and sold their dolls to Mrs. Marion Overdeer (Dept. 24) and her sister and another girl. With the marionettes came several weeks of intensive training in how to make them perform in a real show. The girls learned rapidly and that Christmas a toy store put them to work giving shows for children. Successful, they branched out to entertain at schools and social functions.

"We—or rather the marionettes—acted out many of the fairy story plots and we even put on Romeo and Juliet and Snow White and the Seven

Dwarfs," Mrs. Overdeer intercalated.

There is a lot more to it, however, than hovering back stage making the midgets move. The operators must sing as they work.

"We usually have a musical score and sing the songs for the marionettes," Mrs. Overdeer explained. "Although we entertained for adults, putting on shows for the children is the most fun. It is astonishing how close they watch and how readily they can spot a poor performance."

After a lapse of some years, Mrs. Overdeer recently revived her interest in show business and with the help of Mrs. Kerner has put on several performances for their own and neighbor children. Mrs. Overdeer who lives at 4325 Calle Campana, has three daughters, Gay, 13; Sue, 15, and Diana, 5; while Mrs. Kerner has two sons, Billy, 6, and Stephen 4. The Kerners live in Lemon Grove.

Marionettes (distinguished from other types of puppets by the fact that they are string-controlled) are made of wood, usually with carved faces. They are specially costumed for each part and some of Mrs. Overdeer's dolls have played many roles, from priest to woodchopper. Each is controlled by a set of nine strings, though sometimes this is increased to meet any special stage business.

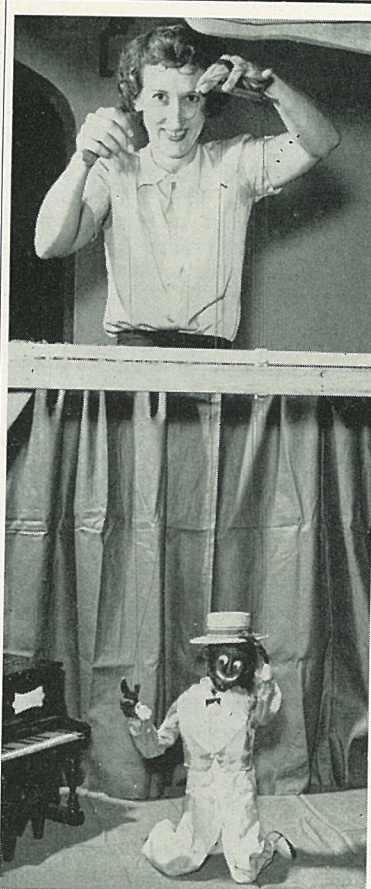
"If a marionette is called upon to perform some unusual action, we must 'string him' specially for the part," Mrs. Overdeer continued.

Marionettes vary widely in value from a few dollars on up. The hobby can be quite inexpensive, however, if puppeteers make their own stage and costumes. Mrs. Overdeer and Mrs. Kerner use a stage which obscures them completely from the audience. Only the figures on the platform are visible.

"This adds to the illusion, making it appear that the marionettes are moving independently," Mrs. Overdeer added.

"Just like men?" she was asked.

"Precisely," she replied.



NO INDEPENDENCE—Marionette appears cheerful though subject to his owner's whims. Mrs. Marion Overdeer, who pulls the strings, owns more than a score of such dolls, used to put on complicated shows.

Wahnderfahl!

It Took a Long Time But Lily Finally Made it—Mais Oui!

It took a decade of trying, but Lily finally made it. She got to France!

Lily is Lily Phillips of Dept. 16 (Office Services) at SD. She is vivacious, charming and French. Few whose business takes them to Building 19 fail to notice her. Those that do are missing something.

"Eet was wahnderfahl!" Lily sparkled on her return from a two-month trip to her native land, her first visit to her family since 1938. The war intervened, of course, and after the war transportation was no easy matter, and expensive, too. Even back in 1943 she was looking forward to returning to the city where she was born, Dijon, in the heart of the grape country less than 200 miles from Paris. A clipping from a Consolidated News of December, 1943, quoted Lily as hoping for an early victory so that she could go back to see her family.

Finally, after years of waiting, Lily took off for France this summer. She flew to Paris, thence by rail to Dijon, ultimately returning to the states by the SS Washington.

"It was marvelous seeing my mother, sister and brother again, but France and French-



HOME AGAIN—Lily Phillips of Dept. 16 SD, back from trip to France, shows off airplane charm bracelet, memento of evenings in Paris when she interpreted and guided for crew of Convair-Liner en route to Pakistan.

men have changed a lot since I was there last," she remarked. "The people lack the spirit they once had."

Plain, ordinary clothes cost three times what they do in the states. The daring Paris fashions find their best market among American tourists.

"Most of the French must spend the bulk of their money for food," Lily added. "Gasoline is rationed, few families have cars, recreation is restricted to simpler pleasures."

Lily, a naturalized American citizen, came to the U. S. first in 1923. Her sister, Mrs. Gertrude Weber, 3445 Hill Street, followed her in 1924. Both worked for Consolidated during the war years and although her sister left, Lily stayed on.

Even in Paris, Lily didn't get away from Convair. When the Convair crew of an Orient Airways Convair-Liner stopped over in Paris, Lily was guide and interpreter.

"There's one thing that hasn't changed in Paris," Lily explained. "The Folies Bergere. They're as good as ever!"



"The boss has asked everyone to help keep the office expenses as low as possible this year."

Convair Inventors' Ideas Range From Propellor Devices to Cookies

(Continued from Page 4)

the returns that could be expected, due to limited demand.

"A good many of the inventions we receive deal with devices not directly connected with the airplane industry, ideas for gadgets in the home or on automobiles," Gerlach related. "For example, there is the 'Hooky Cooky!'"

This was an idea for a cookie so shaped that it would fit over the edge of a malted milk glass, of possible interest to drug stores. The Patent Department put the inventor in touch with a drug chain. The idea was given a trial but failed in customer appeal.

In cases where the inventions are remote from the aircraft industry, Convair sometimes gives the inventor an outright release to market it as he wishes. If the idea appears to have merit, the company attempts to place it with a firm that might be interested.

Again contrary to general belief, only one invention in a thousand makes its inventor wealthy. Few make "big money." However, the returns on many legitimate ideas are sufficient to make it worthwhile to the individual.

"Convair in the past few years has taken out more than 250 pat-

ents. Many are paying off to their inventors and to the company in royalties, regularly if not handsomely," Gerlach related. "Most of our patents are on strictly aircraft items, such as our device for automatic feathering of Convair-Liner propellers (contributed by Larry Bordelon of Service SD) and the non-whistling passenger-controlled ventilator (conceived by Carl Rother and George Larson of Dept. 6 SD). However, the Patent Department is here to look over any and all possible inventions and its services are available to all Convair people who need counsel on patent problems whether connected with ideas conceived at Convair or not."

Although none of the inventions thus far originated by Convair people has been important enough to revolutionize the industry, there is always that chance and the Patent Department has high hopes for several, such as the method of joining aircraft surfaces by Metlbond in the form of tape, a technique developed at the Ft. Worth division which has been quite successful in saving time and trouble.



SUPERVISORS TREAT—Guests at the Sept. 9 Major Assembly departments' dance at Lake Worth Casino gather around bandstand for drawing of door prizes. At left is Sam E. Keith Jr., who served as master of ceremonies. F. G. Bramlett is shown handing prize to lucky guest. Supervisors arranged for the Casino, invited all employees of their departments,

Editors Hear Talk On Convair B-36 Story

"The Convair and B-36 Story" was the topic of an address by Loyd L. Turner, of Convair FW Public Relations, at the September meeting of the Ft. Worth chapter of the Society of Associated Industrial Editors.

Turner covered the origin and history of Convair, and discussed aspects of the Convair B-36 which have been made public through Air Force approval. Guests at the meeting included Eldon Frye, general offices manager of employee activities, and Bob Vollmer, FW division editor of CONVAIRIETY.

The meeting was attended by some 20 industrial editors who meet monthly as the Ft. Worth chapter of SAIE.



BEGINNERS BRIDGE—Mrs. J. M. Mathews instructs beginners at first Bridge Club meeting Sept. 15 at the Blackstone Hotel. Players, left to right: Bob Lucian, Jules Dussound, Betty Zinberg, Mrs. Mathews, Phyllis Lucian, Herb Helstrom, bridge commissioner, and Herb Zinberg.

Eighty-five Card Players Attend First Session of FW Bridge Club

Eighty-five Convair FW bridge players attended the first meeting of the Convair FW Bridge Club, Sept. 15, in the main dining room of the Blackstone Hotel.

Herb Helstrom, Dept. 6, bridge commissioner, was elected president of the club. Vice-president is Dave Halsey (6), while D. C. McDougal, Dept. 24, is treasurer, and George Schnug, Dept. 2-1, is secretary.

Directing the session was J. M. Mathews, Dallas, American Contract Bridge League representative. Beginners were instructed by Mrs. Mathews.

The players were divided into two sections 9 tables each. Prize winners in the first sec-

tion were first: E. Crosthwait and W. Whalen; second, S. O'Shaughnessy and E. W. Foster; third, Jean Helstrom and Sue Foster.

Winners in the second section were first: Mr. and Mrs. A. F. Stateson; second, Mr. and Mrs. L. C. Wells; third, Faye McDade and Virginia Brock.

Admission to the weekly sessions will be 40 cents, with the money going for prizes, announced Helstrom.

"It is not necessary to be a good player to come to the meeting," said Helstrom. "We'll teach you if you've never played before." Meetings will begin at 8 p.m.



BRIDGE CLUB OFFICERS—New officers of the Convair FW Bridge Club are, left to right: Dave Halsey, vice president; George Schnug, secretary; Herb Helstrom, president; and D. C. McDougal, treasurer.

Flying Enthusiasts Turn Out at Ft. Worth For Aviation Contests at All-Day Field Meeting

An all-day field meeting of the Flying Activities group of Convair Recreation Association was scheduled to be held Sunday, Sept. 25, at Hicks Field near Ft. Worth under general direction of Charles O. Unfried, flying commissioner.

Among activities scheduled were a spot landing contest, bomb dropping contest, estimated time of arrival contest, and drawings for B-36 ash trays and photographs, free sailplane rides and free airplane rides.

A P-51 Mustang fighter squadron of the Texas Air National Guard was to give a demonstration and aviation motion pictures were planned. Flyers were invited to bring their planes, and non-flyers were invited to drive to the spot to participate.

Convair Actors Play For Footlite Club

Three Convair FW workers and two Convair wives will take part in the Footlite Club stage production of "Magnificent Obsession," Oct. 25-26, at the First Methodist Church.

Playing the leading male role will be Stan Brown, Dept. 6. Also in the cast is Jack Forney, Dept. 6; Mrs. Brown and Mrs. Everett Morris, wife of Everett Morris, Dept. 6, the play's director.

JUNIPER



"For the last time, young man—will you come out of there?"

Radio Show Proposed For Singing Group

A chance at a regular radio show was in prospect for members of Convair's choral singing club this week.

CRA Commissioner Jack Reynolds announced that there is a good chance of a weekly 15-minute broadcast. Manager Paul Jones of KSDO in San Diego is interested, Reynolds said, and possibilities are being discussed.

"We have sufficient songs already worked up for at least two performances," Reynolds continued. "However, we need a few more singers in the tenor and baritone sections. I feel sure there are a lot of fine voices in the SD plant and we would certainly like to hear them. Don't be bashful, turn out for the next club meeting and join us."

The group, restricted to male singers, meets every Monday evening in the CRA Clubhouse, 7:30 to 9:30 for practice sessions. At this week's meeting the group made sound recordings and at subsequent meetings they will practice microphone technique.

Currently the group has 18 members. Reynolds said some of the best voices have been lost, however, due to transfers to Ft. Worth or to the night shifts.

FW Net Champion Trips Coast Star

C. J. Hall, Convair FW CRA president, and Gloria Cook, 1948 women's single tennis champion, are the mixed doubles tennis champions for 1949.

In an exhibition match played Sept. 19 at Forest Park, Fred Brown, this year's men's singles champion, defeated Bill Ravenscroft, San Diego's 1948 singles champion.

Fall Injuries Take Life of Convair Man

Julius F. Janecka, Convair FW (Dept. 20) died in a Ft. Worth Hospital, Sept. 15, from injuries suffered in a fall at his brother's home in Ft. Worth.

Burial was in Cisten, Tex. Janecka is survived by his wife, three daughters, four sons and two grandchildren.

Long Illness Fatal
F. F. Clack, Convair FW (Dept. 47) died Sept. 12 in the Veteran's Hospital, McKinney, Tex., after a long illness. Funeral services were held in Ft. Worth. Clack is survived by his wife, one daughter and one granddaughter.



CLOSE HARMONY—Practicing up for a possible radio show, members of Convair SD's choral singing club sponsored by CRA are shown blending their voices during a recent practice session. Club meets every Monday at CRA clubhouse and needs more tenors and baritones for proper balance. W. A. Neilson, right, is club director.

Joe Rowland's Speedy Pigeons Win First Four Places in Bird Race

If pigeons walked, it would have been a "walk-away" for Joe Rowland's racing pigeons in the first pigeon race of the season for the North Side Flying Club, in which more than a dozen Convair FW pigeon fanciers are members.

In the opening race, Rowland's birds took first, second, third, and fourth. Rowland is in Production Control (22-8).

A bird owned by W. T. Swazy, Jr., of Tool Room (81), placed fifth—and another 81 birds released at the same time at Wichita Falls, Tex., still hadn't come home by the 7 p.m. deadline!

The 86 birds were released at 7 a.m. at Wichita Falls by Frank Wood, city manager, who is a former Ft. Worth bird fancier. Flying conditions were difficult due to a 30-mile per hour headwind and cloudy skies.

Rowland's birds clocked in at 2:26 p.m., 3:32 p.m., and two at 4:50 p.m. Fastest bird averaged 375 yards per minute. Swazy's bird clocked in at 6:50 p.m., and averaged 278 yards per minute.

Other Convair hobbyists with birds in the race were Tony Merrill and Ira E. Riddles, both of Tool Room; and D. J. Hutchens, of Tooling (24-1).

Four FW Artists

Four Convair FW Illustrations Group Artists (Dept. 6) will match wits with four Dallas women from the American Institute of Banking in a quiz program over Ft. Worth television station WBAP-TV, Oct. 5.

Scheduled to appear on the show "What Is It?" are Johnie Herbert, Melvin Gross, Charles Anderson and Paul Whisenant.

Humans Run Risks as Well As Hunted in Shooting Season

With hunting seasons at hand at both FW and SD, safety offices this week pointed out that dangers exist for hunters as well as hunted.

"Thirty-six per cent of all firearm deaths occur in the last three months of the year, proving that there is open season on hunters as well as game," the National Safety Council announced.

November is the month when

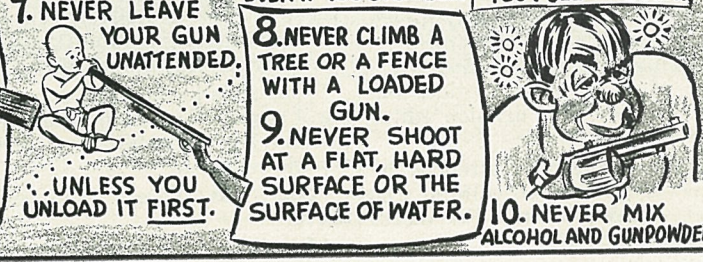
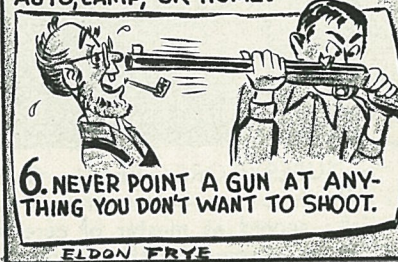
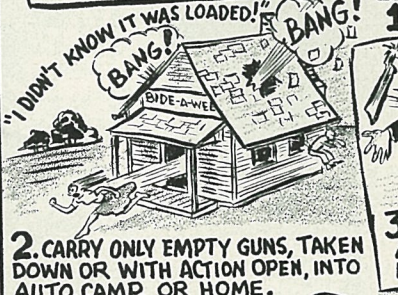
hunting accidents go up with a real bang, although October and December death totals are well above the monthly average. A survey of hunting accidents showed that two-thirds of accidents could be attributed to these three causes:

1. Humans in line of fire.
2. Mistaking humans for game.
3. Hunting with the safety catch off.

36% OF ALL FIREARMS DEATHS OCCUR IN THE LAST THREE MONTHS OF THE YEAR.....

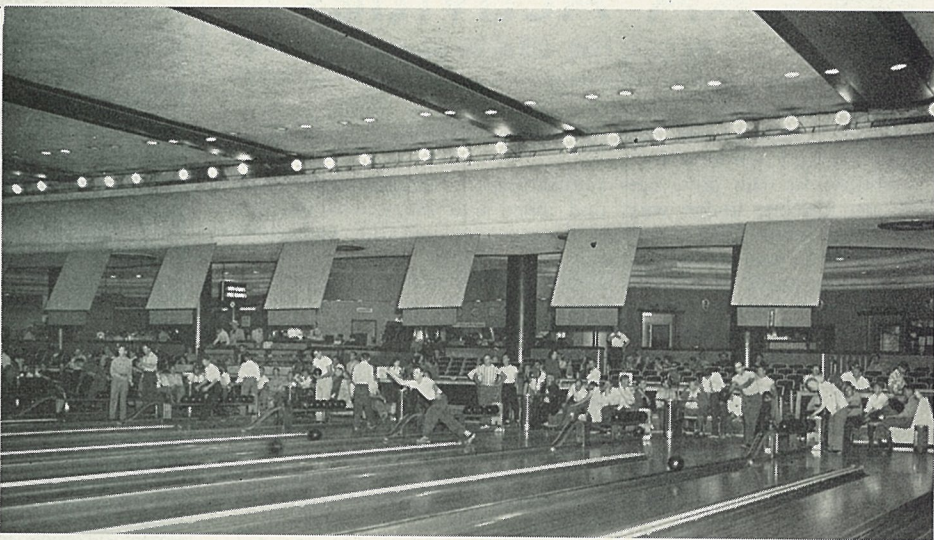


ACCORDING TO THE NATIONAL SAFETY COUNCIL WHICH ADVISES:
"SALAAM, GRAND SLAM!"



ELDON FRYE

Pins Take a Beating as Convair Bowlers Go Into Action at SD



SD BOWLERS IN ACTION—Upper photo: Alley lines at Tower Bowl make an odd design in these pictures taken during Friday night bowling sessions for Convair SD teams. Twenty-six teams compete regularly each Friday evening in 800, 825 and 850 scratch leagues. Lower photo: Pins were crashing when these

pictures were snapped at Pacific Recreation where the 16 teams of SD's handicap league meet every Wednesday for recreation. Some teams have both men and women bowlers. Many of these handicap leaguers bowled for the first time in the summer league tournament, recently concluded.



Bowling Season in Full Swing For FW With 64 Teams in Competition

With bowling season at Convair FW now in full swing, 64 teams and 320 players are looking forward to a full winter schedule on the alleys.

League leaders after two weeks of play are C & G Service and Canada Dry in the 800 League, Shuffleboard Casino and Daiches Jewelers in the 735 League, Po Slokes and Hedge Hoppers in the Engineering League, Machine Shop No. 2 and Misfires in the second shift league and Tool Designers and Southern College of Commerce in the 650 League.

Complete standings are as follows:

800 LEAGUE			
TEAM	W.	L.	
C & G Service	6	2	
Canada Dry	6	2	
Corbin "Rent A Car"	5	3	
Superior Castings	5	3	
Long	4	4	
Johnnie Johnson Tire	3	5	
Black Hawk Restaurant	2	6	
Hughes	1	7	

735 LEAGUE			
TEAM	W.	L.	
Shuffleboard Casino	7	1	
Daiches Jewelers	7	1	
Team No. 2	6	2	
Lance Inc.	5	3	
The Broiler Cafe	4	4	
Team No. 6	3	5	
Dundee Clothes Inc.	2	6	
Shur-Fit Optical	2	6	
Ben Moody Service Station	2	6	
Wynn's Friction Proofing Oil	2	6	

ENGINEERING LEAGUE			
TEAM	W.	L.	
Po Slokes	7	1	
Hedge Hoppers	7	1	
Abra Cadabras	5	3	
The Clippers	5	3	
Drag Counts	5	3	
Trouble Shooters	5	3	
Saucer Tossers	5	3	
Wing Dings	5	3	
Hard Heads	4	4	
The Ions	3	5	
Jug Heads	3	5	
Snail Pacers	3	5	
Atomizers	3	5	
49'ers	2	6	
Howeth Texaco	1	7	
Trojans	1	7	

SECOND SHIFT LEAGUE			
TEAM	W.	L.	
Machine Shop No. 2	8	0	
Misfires	8	0	
Deadline Kids	7	1	
Alley Cats	7	1	
Tooling Huskies	5	3	
Short Circuits	5	3	
Poinsettias	4	4	
82 Hopefuls	4	4	
Armament	4	4	
Peace Makers	4	4	
Machine Shop No. 3	4	4	
Alluminators	3	5	
Cowtown Yankees	1	7	
Machine Shop No. 1	0	8	
Bomber Champs	0	8	
Bomberdears	0	8	

650 LEAGUE			
TEAM	W.	L.	
Tool Designers	7	1	
Southern College of Commerce	7	1	
Bomb Bay	6	2	
Accounting	5	3	
Jugheads	5	3	
Hotshots	4	4	
Plant Engineers	4	4	
Gutter Specialists	3	5	
Welders	3	5	
Industrial Engineers	2	6	
F.I.T.U.	1	7	
Yard Birds	1	7	



SD Dept. 365 Hunter Gets Buck At 7:05 A.M. to Lead Contest

B. R. Kaiser of Dept. 365 SD was in the lead this week in the CRA contest for the first deer shot in San Diego County during the current season.

Kaiser got his three-point buck at 7:05 a.m. on Lyons Peak. It weighed 142.5 pounds. (The California system of counting points is being used in the contest.)

Next in the competition was Jack Swank of Dept. 3, who brought down a two-point buck at 7:50 a.m. on opening day, Sept. 16. The San Diego season lasts through Oct. 15.

Leading the race for the largest buck taken in the state is David Arce of Dept. 335. He brought down a two-point buck

on Santa Rosa mountain in Riverside County.

Other awards await SD hunters, such as one for the best deer killed by bow and arrow and another for any deer killed anywhere with the largest antler spread.

Missus Helpful As Bender Bags Buck

When H. B. Bender (Dept. 102 SD) cracked down on a buck deer early Sunday morning, Oct. 18, it was a good thing he had Mrs. Bender with him.

The buck was shot in Pine Valley, two miles back in the bushes, a long trek to their car. Mrs. B. helped pack out 135 lbs. of meat.

'Blind Partnership' Golf Event Stated

A "blind partnership" tournament will feature SD golfing events, Saturday, Oct. 1, at the Mission Valley club.

Partners will be determined by drawing and the combined low net will determine the winners of merchandise awards, according to CRA Commissioner Russ Osgood. Tee off time is 7 to 9 a.m. The event is open to all Convair people and their families and players were urged to make up their own foursomes or threesomes.

"If you don't have a game, come by yourself. We'll find a foursome for you," Osgood offered.

Eight-Player Golf Team Stated at FW

Plans to match a CRA golf team against teams from Chance Vought Aircraft and other organizations were announced last week by F. F. Gignilliat, golf commissioner.

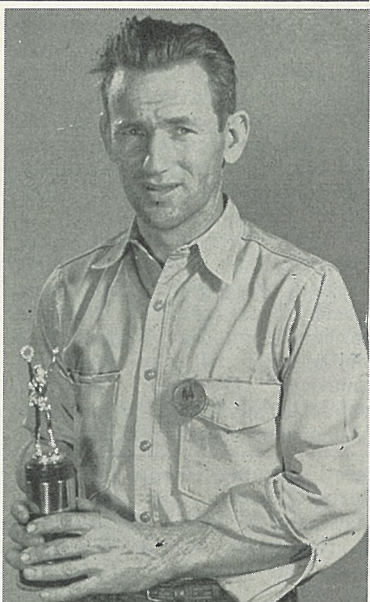
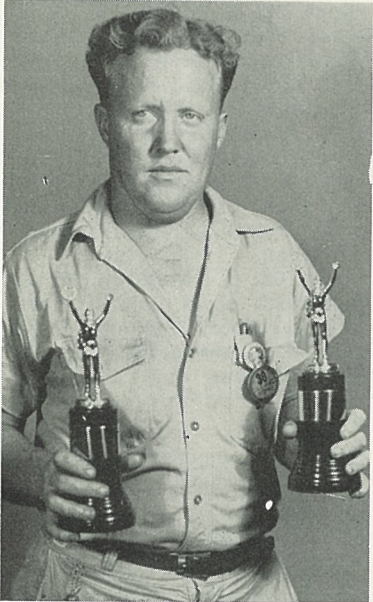
Qualifying rounds to determine the eight players and four alternates who will represent CRA were to have been completed by Sept. 25. CRA will pay green fees and caddy fees in each CRA team match against other organizations.

Dittmann Leading San Diego Shooters

William Dittmann of Dept. 6 SD was out in front this month in SD Pistol Club competition, leading both class A in the police course and shooters in the center fire short National Match course. He scored a 287 total in the former and a 259 in the latter.

In second place in class A was Jim Halfacre (Dept. 235) with 271 followed by R. Morrisette (Dept. 340) with 270. Scores were for the first half of September.

O. C. Banke was second in the National Match course with 253 and Morrisette was third with 249.



HORSESHOE CHAMPIONS—At left is C. A. Taylor, two-time winner in FW horseshoe tournament. He took singles crown and shared in doubles victory, too. Center: Taylor and N. C.

Kelly congratulate each other on doubles win. At right G. A. Howard displays trophy he won as runner-up in singles. Plans call for a new type shoe of heavier rubber in the near future.



CRA Activities

By C. J. Hall, CRA President



What's your dish?

Bridge? Horseback riding? Square dancing? Calf roping? Picture taking? Or what?

Almost by the day, new recreational activities sponsored by CRA are getting under way, and more and more will be on the schedule as your CRA becomes a smoother running organization after its birth and growing pains.

In other parts of CONVAIRIETY, you'll note that a new chess class has been started, weekly bridge play with instruction for players who want it, and competition for those who don't need it is well under way. Part-time cowboys are building themselves a roping pen, and square dance enthusiasts are hoping for 2,000 or 3,000 dancers at their Oct. 18 "Jamboree."

It all adds up to a lot of activity—and there'll be a lot more.

The money to promote and encourage all these activities comes from a portion of the profits on the sale of candy, gum, cigarettes and soft drinks in the vending machines scattered throughout the plant.

What activities are sponsored by CRA, and how CRA funds are used to promote and encourage activities, is determined by the CRA governing body, which is made up of commissioners, representatives at large, and a representative of Convair.

These activities are for you, for all members of your families, for Air Force personnel on duty at Convair FW and for all members of their families.

If you're not already getting your share of fun in one or more of the CRA activities, how about taking a look at the list below and see if there isn't something you'd like to join.

BADMINTON—John Cates, commissioner, Ext. 2103.
BASEBALL—Robert Christian, commissioner, Ext. 4288.
BASKETBALL—James Brock, commissioner, Ext. 5140. Meeting for interested basketball players will be held in October. Time and place to be announced later.
BOAT CLUB—Page V. Yeager, commissioner, Ext. 5255.
BOWLING—H. C. Starkey, commissioner, Ext. 3263. Assistant Bowling Commissioner, C. G. Phink, Ext. 3145, second shift. Contact the following secretaries if you wish to enter any of the bowling leagues: secretary of 800 League, C. B. Mitchell, Ext. 3250, 2107; 735 League, George Symm, Ext. 3153; 550 League, G. W. Partridge, 2102.
BOXING—R. O. Woods, commissioner, Ext. 4288.
BRIDGE CLUB—Herb Helmstrom, commissioner, Ext. 2255. Bridge Club meets at 8 p.m. every Thursday in the main dining room of the Blackstone Hotel. Director is J. M. Mathews, American Contract Bridge League representative. It is not necessary to be an expert or advanced player to participate. Everyone is welcome whether beginner or master player. Instruction will be furnished if requested.
CAMERA CLUB—George Radway, commissioner, Ext. 3108. Meetings are held at 8 p.m. every other Monday at the Y.M.C.A. Beginners class will start October 5. Register for class at employee services section of Industrial Relations Department, Ext. 5141.
CHECKERS—Polly Wise, commissioner, Ext. 5188.
CHESS CLUB—W. H. Cohenour, commissioner, Ext. 2131.
CHORAL CLUB—R. E. Masser, commissioner, Ext. 2288. Next sing will be October 9 at the Rosen Heights Baptist Church. The new Choral Club will meet at 8 p.m. every Tuesday night at the Y.M.C.A. All Convair folks are invited.
FISHING—Luther Edmiston, commissioner, Ext. 4168.
FLYING CLUB—C. O. Unfried, commissioner, Ext. 2101.
GOLF—F. F. Gignilliat, commissioner, Ext. 4106.
HANDBALL—F. Prinz, commissioner, Ext. 4143.
HORSESHOES—Finn Wahl, commissioner, Ext. 3132.
HUNTING CLUB—Sam Keith, commissioner, Ext. 4215.
MODEL AIRPLANES—E. E. Scott, commissioner, Ext. 4211.
PING PONG—Paul Whisenant, commissioner, Ext. 5296.
RIDING CLUB—T. J. Vinnelson, commissioner, Ext. 5192. Anyone interested in calf roping please contact J. Shackleford, Dept. 82, or Vinnelson. Still riding Saturday mornings at Forest Park Stables. Children may ride for 75 cents. This includes instruction and supervision.
RIFLE CLUB—Art Stringham, commissioner, Ext. 2121.
SOARING CLUB—C. W. Graff, commissioner, Ext. 6164.
SOFTBALL—Jack Brittain, commissioner, Ext. 4215.
SQUARE DANCING—Ross Carney, commissioner, Ext. 5115. Square dancing jamboree will be held from 8 until 11 p.m., October 18 at the North Side Coliseum.
TENNIS—Walter Bradley, commissioner, Ext. 5115. Regular Tuesday and Thursday tennis play has been discontinued until spring. Arrangements may be made for individual matches, however.
WASHER PITCHING—Budge Lee, commissioner, Ext. 4108. Still being played at rest periods and lunch hours.
WATER SPORTS—Bob Lynn, commissioner, Ext. 4230.



CHESS CLASS—E. B. Schick, Convair FW Dept. 82, teaches chess to plant workers by using king-size board, designed and made by W. H. Cohenour, chess commissioner, Dept. 24, and R. T. Leith, Dept. 82. Classes are held on Wednesdays during plant lunch period.

New Manuals Hold The Answers About Company Policies

All Convair FW supervisors are "going to school" these days and as a result will be that much better equipped to answer your questions about Convair, its operations and its policies, and that much better equipped to contribute to Convair's success at achieving the aims of:

1. Quality production.
2. On schedule.
3. Within budgeted cost.

The occasion was a series of 37 conferences headed by Ray O. Ryan, division manager; D. C. Burrows, assistant division manager; and R. J. Donnelly, manager of Industrial Relations, to introduce all supervisors to the new Convair pocket reference book which sets forth in brief, simple language a digest of information needed by supervisors on the company, its operations and its policies.

At the conferences, each supervisor is given a copy of the pocket size book in order that he may refer to it at any time.

If the answer isn't there when he needs it, chances are that the book will refer him to the proper official source for the information.

In the conferences, after introductory remarks by Ryan or Burrows, Donnelly explains the development of the book as a joint project of San Diego and Ft. Worth Industrial Relations and Industrial Engineering Departments. A similar book, but written for the San Diego operation, is being distributed in San Diego.

The book is printed on loose-leaf sheets in order that new sheets may be substituted when changes are made, and that sheets may be added when necessary.

Topics include the responsibility of supervisory management, Convair history, Convair products, the Convair organization and functions of the various departments, policies and procedures governing hiring, transfers, loans, job training, compensation and company recognition, benefits, attendance, rules and regulations, manufacturing, service and control facilities, and a brief section devoted to technical information.

Donnelly explained that cost of the reference books makes it impossible to supply them to any but supervisors, but pointed out that any employee may obtain any necessary information by inquiring of his supervisor.

"If he doesn't have the answer at hand, he'll be glad to get it for you," Donnelly commented.

Convair Men Help Rescue AF Flyers

(Continued from Page 1)
 started, so we bailed water on the way over," Clow related.

"When we arrived, the Air Force crash boat was already on hand rescuing crew members near the nose of the ship, so we went to see if we could help near the aft compartment. One man was in the water, while two were on the horizontal stabilizer. By the time we pulled the first man out of the water, the stabilizer had sunk and dumped the other two in, so we picked them up and took all three to shore."

They were the first of the crewmen to reach shore.

The B-36 was assigned to a routine training mission. It did not take to the air, however, overshot the end of the runway and crashed into the water a few yards beyond the runway. Cause of the crash had not been announced publicly by the Eighth Air Force at CONVAIRIETY press time.

This was the first fatal B-36 accident in three years of flying. More than 5,000 safe flight hours had been logged.

Improved Service For B-36 Is Goal

(Continued from Page 1)
 from Carswell. Acting as chairman of the conference on maintenance was Lt. Col. D. W. Van Ornum, of SAC.

Also playing principal roles for the Air Force were Col. V. L. Anderson, of USAF headquarters; Col. George H. Steel, Deputy Commander of Oklahoma City, AMA; Col. W. P. Fisher, Eighth Air Force; Seventh Wing Commander, Lt. Col. Donald S. Williams, from Carswell; Lt. Col. Ainsley E. Stuart, of the Ft. Worth AF Procurement Field Office; Maj. R. S. Fuhremeister, Jr., USAF headquarters; Maj. J. P. Ferrey, AMC; Maj. W. H. Wheatley, Oklahoma City AMA; Maj. John Murphy, San Antonio, AMA; Maj. Chester R. Lamb, Maj. William C. Renfro, Capt. R. E. Smith and First Lt. R. M. Beisiot, all of Carswell.

Convair principals were Ryan, D. C. Burrows, assistant division manager; V. C. Gillon, production manager; H. W. Hinckley, assistant chief engineer; L. H. Moffatt, B-36 project engineer; G. S. Green, chief of service, and O. Wehmanen, C. R. Curnutt and D. B. Suggs, engineers.

103 at FW Serving On Nine Different Safety Committees

(Continued from Page 1)
 S. W. Thompson, J. W. Woolbridge, W. L. Pannell, George Koenig, H. Smith, R. R. Elms, C. A. Potter.

Fabrication (30, 31): D. L. Porter, A. E. Nix, E. E. Voss, J. E. Crowder, W. A. Ballard, E. H. Crubaugh, R. A. Sargent, R. P. Bass, O. H. Bernhardt.
 Final Assembly (47, 50, 73): J. H. Eichelberger, C. P. Higgins, M. W. Coyle, W. W. Canada, J. R. Moody, R. Brannon, R. J. Gervanka, S. H. Grimes, Jr., O. M. Hitt, O. O. Strickland, W. H. Shelton, H. C. Sharp, B. D. Jones, J. M. Stacy, A. D. Branch.

Traffic, Material, Production Control (4, 20, 22): R. M. Neighbors, R. L. Williams, B. M. Slemmons, O. N. McCrary, J. L. Coffman, W. H. King, J. R. Nickles, G. H. Squires.

Tooling Departments, Maintenance (14, 25, 81, 82): H. F. Wade, L. S. Weidaw, L. L. Lynch, W. W. Latham, J. P. McCullough, H. M. Ruby, F. E. Thomas, R. Stelling, J. W. Hamby, J. Phoenix.

Major Assembly (43, 44, 45, 46): E. L. Ballard, F. H. Lane, T. O. Rogers, G. H. Chastain, V. L. Harper, A. B. Weatherford, W. O. Henderson, E. H. Lanier, W. L. Montgomery, R. J. Roberts, G. E. Milligan, J. E. Gossett.

On the second shift committee are: Dept. 4: A. J. Warlow; Dept. 14: J. T. Goggans, J. W. Bomar; Dept. 20: F. W. Blakeley; Dept. 25: L. S. Brooks; Dept. 27: J. C. Downs; Dept. 30: E. F. Jackson.

Dept. 31: L. P. Defries, C. V. Reeves, J. B. Tate, L. P. Salz, F. D. McCrary, A. W. Key; Dept. 44: R. H. Forrester; Dept. 47: F. L. Currie, D. A. Smith; Dept. 50: W. C. Blackmon, R. L. Tuggle, H. B. Lightfoot, P. H. Gilcrease, B. J. Martin, A. E. Hatcher; Dept. 61: D. E. Williams, A. M. Powell, E. L. Hawkins, J. L. Senn.

Dept. 62: G. N. Queen, W. D. Bloomquist, C. E. Lewis; Dept. 73: P. J. Turner, G. Maples; Dept. 81: R. D. Dispennett; Dept. 82: Donald Brown.



"Sorry, Mac—no refunds."

Convair FW People Welcomed at City Recreation Classes

The Ft. Worth City Recreation Department sponsors a number of activities which may be of interest to Convair FW families, it was pointed out by Jack Brittain, Convair Recreation Association Recreation Committee Chairman.

"Some of these are activities not sponsored by CRA," Brittain said, "while some of them are duplicated. But the city recreation department assured CRA they will welcome Convair folks and members of their families."

Classes are now being held in the City Recreation Building at 215 W. Vickery Blvd., where enrollments are taken and where complete information may be obtained. Activities now under way include classes in rhythm, tap and ballet dancing for youngsters three years and up, square dancing for teen-agers and adults, tumbling and baton twirling for children three years and up, art and leathercraft for both adults and children, ceramics and chess for adults, boxing for boys, and gym classes for women.

Officer Vets See FW Assembly Line

Approximately 300 members of the First Officers' Training Camp Association were scheduled to have lunch Saturday in the Convair cafeteria and make a quick tour of the B-36 final assembly line, as one of the highlights of their annual reunion, held the past week-end in Ft. Worth. They were later to witness a B-36 flight demonstration at Carswell.

All of the men attended offi-

Visitors Impressed By Power of B-36

(Continued from Page 1)
 Detroit, Washington, and New York, but Wadsworth said the highlight of the entire trip was in Ft. Worth.

After a tour of Carswell Air Force Base and a B-36 flight demonstration, the visitors from abroad came to Convair FW for lunch in the cafeteria, where they were welcomed by D. C. Burrows, assistant division manager.

After a brief explanation of the tour plan by Loyd L. Turner, manager of FW Public Relations, the party went to the south end of the assembly building and afoot inspected the entire length of the building with the help of Convair department heads who served as guides.

The newsmen were especially impressed by the fact that they were invited inside the plant for a close look at bomber production, and that all their questions (except those bearing on national security) were answered in full.

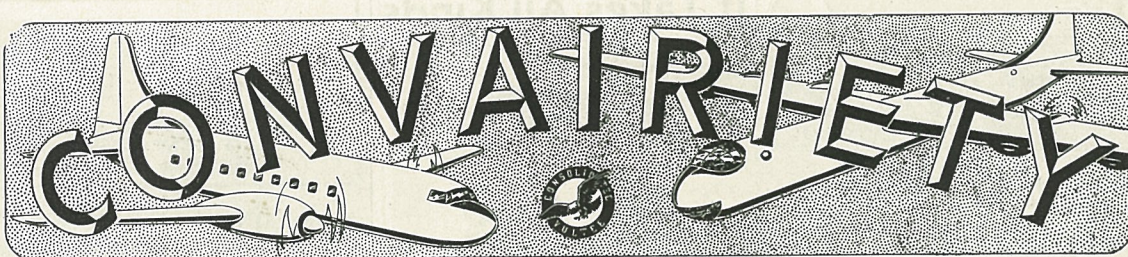
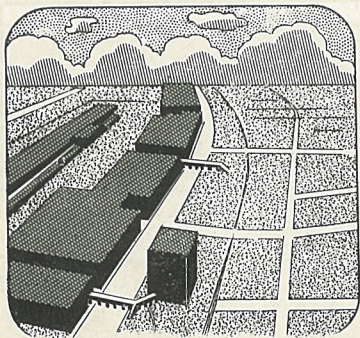
"That could never happen in Europe," commented Giovanni Fontana, chief of Asta, Italian News Agency.

Trippers flew to United States from England, Ireland, Scotland, Holland, Belgium, Luxembourg, France, Germany, Italy, Norway, Sweden, Denmark, Finland and Switzerland. All were guests of American Overseas Airways, which termed the 12,772-mile tour "American Discovery Flight."

cers' training camp in Leon Springs, Texas, and were commissioned in 1917. They served in the First World War and many of them served in the Second.

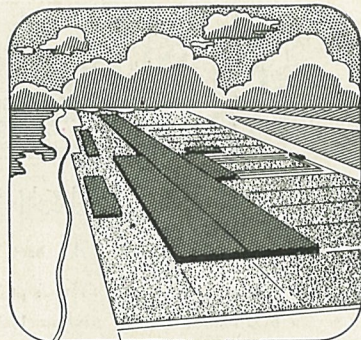
Raymond Buck, counsel for Convair's Ft. Worth Division, is first vice-president of the organization.

Here's Chance We've Been Waiting for; Name for B-36!



SAN DIEGO, CALIFORNIA

FT. WORTH, TEXAS



Vol. I, No. 8

52

Published Every Other Wednesday

Wednesday, Dec. 8, 1948

YEAR-END GOAL BEFORE XMAS POSSIBLE

B-36 Bomb Blasts 'Ship' In Practice

There's one badly battered target ship in the waters just off the Air Force's Eglin Field in Florida as result of a 2,000-mile Convair B-36 simulated bombing mission last month.

And one Eglin Field Air Force officer is hoping he doesn't get the job of rebuilding it.

He is Capt. E. J. Crahan, AF, Eglin Field, who was making his first mission as a co-pilot in the B-36. On the plane's interphone, he was asked by the bombardier, Capt. W. D. Morris if he'd like to see a direct hit from 10,000 feet.

"Sure—go ahead," replied Capt. Crahan, good-natured sarcasm obvious in his voice.

A. F. Wittchell Jr., Convair FW pilot, takes up the story from there: "Thanks to the fine work of the bombardier, and thanks to the steady platform provided by the B-36—we dropped it right down the funnel. Capt. Crahan's comment was that he hoped he wouldn't be given a hammer and nails and

(Continued on Page 8)



THANKSGIVING DAY 'PRESENT'—Convair FW Field Operations (Dept. 61) crews ate Thanksgiving dinners from lunch boxes Nov. 25 to give Air Force a "present"—first of the higher-powered B-36B models and first of 18 red-tailed beauties scheduled for delivery before Jan. 1. Here Maj. Chester R. Lamb signs acceptance papers for Lt. Col. Beverly H. Warren (right).

FW Achieves Nov. Mark, Delivers Six Bombers

Delivery of six new "B" Model Convair B-36's during November — thus meeting the delivery schedule — was hailed by Ray O. Ryan, Convair FW Division manager, early this month as "proof of what we can do when we have plenty of team-work among Convair folks and the Air Force."

Delivery of the new higher-powered bombers put the division on schedule thus far toward its goal of completing 18 airplanes before Jan. 1.

"But now our people have come up with a new idea," said Ryan. "They want to complete the remaining 12 aircraft by Dec. 25—as a 'Christmas present' to the Air Force."

"And we can accomplish that goal—and all have Christmas at home with our families—if we continue the excellent progress made during November, and if we continue the high degree of team-work that we exhibited during that month."

"And mention of team-work must include not only our own people, but also the Air Force. Without the extra effort—beyond the demands of regular duty—which our local Air Force officers and crews put in, we couldn't possibly have made the schedule."

"Major Dillon had his Air Force crews on hand at all times of the day and night throughout the month to do everything they possibly could to speed the program. The results are obvious—those six new red-tailed craft you see across the field at Carswell Air Force Base."

(Maj. Stephen P. Dillon is deputy chief, AF Procurement Field Office at Ft. Worth.)

Ryan pointed out that the delivery schedule was met despite dozens of unforeseen obstacles which developed during the month—"obstacles which our people took in their stride, obstacles which gave them more work to do and less time in which to do it."

Among those obstacles were the loss of landing gear doors on one test flight, the loss of one engine due to fire and the loss

(Continued on Page 8)

Here's Chance to Name B-36, Let's Start Thinking Now

Now let's name the B-36!

Prizes and honors were arranged this week as Convair announced a new naming contest, this time to select a title for Ft. Worth's pride, the Air Force's largest battle-plane.

Although in the making since 1941, the great ships are nameless save for the Air Force designation of B-36. Needed is a name appropriate to their size and purpose—a name which will be in keeping with the fine, historic traditions of Convair's fighting ships in days gone by, the Liberators, Catalinas, Coronados and Vengeance dive bombers.

Although the B-36 is exclusively a Ft. Worth product, the contest has been opened to all Convair people regardless of where they are, at Daingerfield, Muroc Dry Lake, San Diego, on roving jobs in various parts of the country or on foreign assignment. This is because a Convair product is a matter of concern and responsibility to us all, whether we are directly involved in its manufacture or not.

Definite details of the contest will be announced later. This is a preliminary broadside to start imaginations to working. Meanwhile, a top-drawer list of judges is being worked out, including high Air Force, company and civic leaders, and a system of prizes. Although not settled yet, it is hoped that a group of those

sending in the best titles will be permitted to fly on a B-36 test flight.

Start thinking up your suggestions now. Avoid levity, for this is a serious matter. As proud and powerful a plane as the B-36 deserves respect.

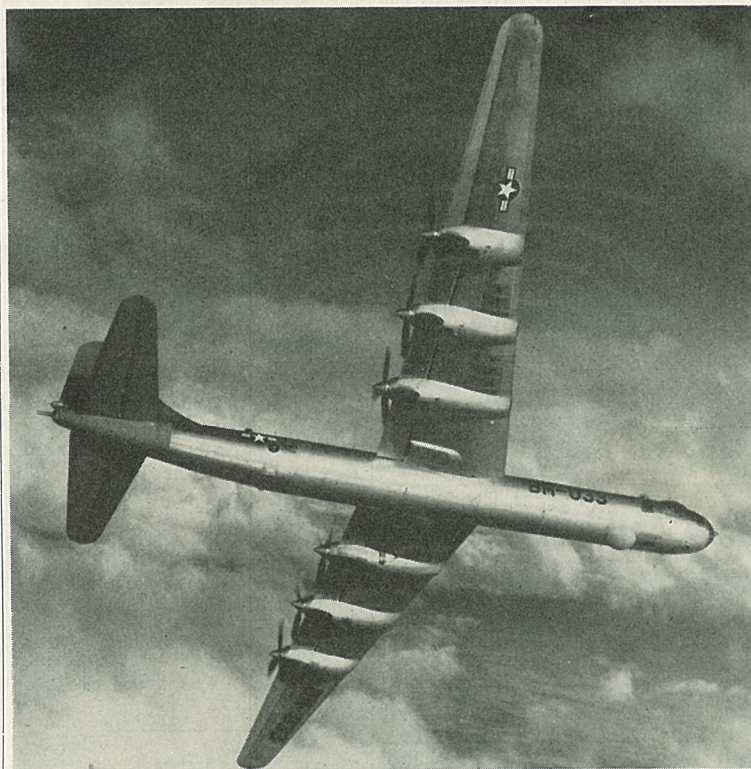
The name should be one word and should not be a "made-up" combination. Duplication or possible confusion with other Army or Navy aircraft names should be avoided. Preference will be given to names which relate to the size, weight, power, range, purpose and mission of the B-36.

Blees Leaves Convair Joins Avco Corp.

William Blees, vice president in charge of sales for Convair since 1945, resigned effective Nov. 30 to become vice president of Avco Manufacturing Corp. where he will be general sales manager of the Crosley Division.

Fruits, Nuts, Candy Sought for Kids

Donations of fruit, candy and nuts were solicited this week at Convair FW for distribution Dec. 18 to 700 youngsters of the Good Will Center, 913 Peach Street. The project, sponsored by the Foremen's club, is open to all for participation. Donations may be left at Employee Service. The gifts will be sacked and given out to children by Sam Keith Jr., playing the part of Santa Claus.



21,000 WINGED HORSEPOWER—This unusual photo is the first of a Convair B-36 "B" model in flight. It is also the first flight shot of the B-36's with tails and wingtips painted red for Arctic operation. Photo was made during test flight which preceded delivery of the aircraft to the Air Force Nov. 28. Model B aircraft have the new 3,500-horsepower type engines, as compared to the 3,000 horsepower engines in earlier models.

U. S. Awards Certificate of Merit To Cohu for Services in War

LaMotte T. Cohu, Convair President. The award was ordered by the president and general manager, last week was presented with a Certificate of Merit by the United States for "meritorious service during prosecution of the recent war."

Cohu received the award from Assistant Secretary for Air Eugene Zuckert at a dinner meeting at Arrowhead Springs Dec. 4.

The Department of the Air Force was charged with presentation of the honor which was carried out at a meeting of the Aircraft Industries Association of America. W. Stuart Symington, Secretary of the Air Force, notified Cohu of the honor.

Home Razed, Texan Aided By Associates

Fellow workers of W. G. Pierce, Convair FW Field Operations, turned what might have been a real disaster into a Thanksgiving for the Dept. 61 worker. At 3 a.m. on Nov. 24, Pierce's Lake Worth home burned, destroying all the family's possessions. Thankful to be alive, however, were Pierce, his wife and two small children.

Convair workers got busy and collected food, household furnishings and money for the homeless family, while Employees Service found the Pierces an apartment.

Sorry, Vetoed!

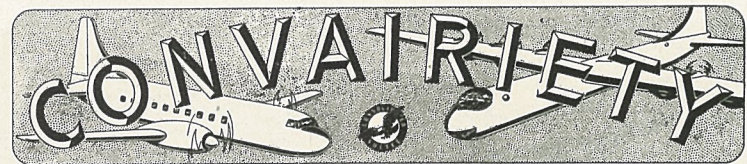
A New York exporting firm this week requested Convair to add the following address to its mailing list for the "Consolidated-Vultee News":

Biblioteka, Frunze 19, Moscow, USSR.

Publication of the News was suspended some years ago. Ha!

Convairity Copy Needed By Dec. 13

Next deadline for all CONVAIRITY copy such as "Leveling Off," Births, "Femme Fare," etc., is Monday, Dec. 13. Other news items will be accepted until Dec. 15. The next issue of CONVAIRITY, the Christmas issue, will be distributed Dec. 22.



Published every other Wednesday by Convair's Industrial Relations Department, Employee Activities Section, Eldon Frye, director; Logan Jenkins, editor. Convairiety has three objectives:

- 1. To help make Convair the best aircraft manufacturing company in the business.
- 2. To help make Convair the best place to work in the business.
- 3. To help make Convair personnel the best informed in the business.

Editorial offices, San Diego, room 604, building 19, Ext. 1071, 1072, Nell Shuter, women's editor. Ft. Worth editorial offices, Industrial Relations department, Ext. 5269, Bob Vollmer, editor, Jean Goggans, women's editor. Staff photographers: Otto Menge, Warren Kemmer and T. W. Fitch, San Diego; Fred Carlile, C. P. Connally, Harold F. Dry, R. E. Slawson, Ft. Worth.

LOG BOOK ENTRIES

Classes

SAN DIEGO
AIRCRAFT SHEETMETAL LAYOUT class beginning December 6 under direction of Convair SD Education Section from 3:45 to 6:15 p.m. each Monday and Wednesday.

Enrollments still being taken for following classes which are offered to both shifts: SHOP MATH AND SLIDE RULE; AIRCRAFT SHEETMETAL LAYOUT; BLUEPRINT READING; JET PROPULSION.

FORT WORTH
Enrollments still being taken for FUNDAMENTALS OF BLUEPRINT READING, 4 to 6 p.m., 1:30 to 3:30 p.m., starting Dec. 1, Convair Personnel Bldg. For information telephone 5245.

Service Pins

FORT WORTH
The following received service pins during the period Nov. 4 through Nov. 18.

10-year pins: Dept. 6, G. D. Christensen; Dept. 50, Charles E. Roeder.
5-year pins: Dept. 3, C. R. Brown; Dept. 4, C. M. McCulloh, B. W. Walters; Dept. 6, N. N. Lacy Jr., R. Woboril, R. J. Brentzel; Dept. 8, H. W. Blackmon; Dept. 9, R. L. Harp, M. A. Cadell.

Dept. 20, L. Cox, L. C. Hopper, J. W. Rawls, M. Johnson, G. R. Rodgers; Dept. 22, B. R. Berry, H. M. Mahaffey, J. A. McKillop, C. K. Wilson, H. R. Helton; Dept. 24, M. F. Wall, P. O. Richerson; Dept. 25, R. Barnes, E. Wiley, D. O. Butler, J. C. Bryant, G. H. Walls, D. Smith.

Dept. 27, W. L. Shelby, R. B. Booth, W. M. S. Bennett; Dept. 30, J. W. Hickey, I. B. Turney; Dept. 31, S. H. Williams, J. W. Morrow, A. M. Williams, V. Byers, G. Hines, O. Eubanks, W. S. Steele; Dept. 43, J. M. Jackson.

Dept. 44, C. R. Kimbrell, J. E. Baze; Dept. 45, C. B. Clark Jr., L. S. Perry, A. N. Oglesby, G. T. A. Hockley, E. H. Lanier, D. L. Reeve, W. S. Turner; Dept. 46, L. S. Johnson, R. E. McLennan, L. D. Cornelius, S. P. Edinburgh, E. M. Howell; Dept. 47, R. M. Ellenbarger, A. O. Wright.

Dept. 50, R. E. Currington, R. E. Kardaras, F. S. Gentry, J. D. Creemen Jr., C. A. McSpedden, E. B. Tener, F. G. Rosenau Jr., S. K. Batchelor, C. E. Locke, A. P. Michael, H. C. Waddell, W. A. Wigington; Dept. 61, S. J. Dewveall, W. H. Sanders, G. C. Cobb, E. L. Alexander, L. Hobbs, M. W. Hodge, J. C. McDougle, A. J. Payne, J. R. Fyburn, C. R. Wallace, H. L. White.

Dept. 73, B. T. Gunn, J. E. McRaney, W. F. Young; Dept. 81, T. B. Mansker, C. E. Powell.

SAN DIEGO
The following received service pins during the period Nov. 23 to Dec. 6, 1948.

10-year pins: Dept. 6, J. W. Cox, W. T. Rieff, W. W. Withee; Dept. 31, H. M. Prior, H. P. Jensen; Dept. 230, F. Wills.

5-year pins: Dept. 1-41, Ila Leshar; Dept. 4, J. G. A. Wilkening; Dept. 11, B. T. Bjornson; Dept. 24, J. R. Rogers, T. E. Sweet, M. Duran; Dept. 26, Rose Werner; Dept. 27, J. D. Sanders; Dept. 31, A. J. Albrecht, E. D. Beeson, J. J. Godfrey, A. J. McCrea, Imogene Miller; Dept. 110, Clara Reid; Dept. 115, J. B. Hinojos; Dept. 210, R. B. Wilson; Dept. 232, T. L. Wright.

Dept. 235, C. O. Cooper; Dept. 240, J. W. Bacot; Dept. 340, A. Chavez Jr., E. J. Foster; Dept. 403, H. V. Griffith, T. Bruun.

Awards

SAN DIEGO
For the weeks ending November 18 and November 24, Employee Suggestion Awards totaling \$150.50 were earmarked for the following:

A. Bullock, Dept. 25; D. H. Mitchell, Dept. 27; W. J. McTaggart, H. R. French, Dept. 31; F. I. Garrison, Dept. 115; C. R. Jackman, Dept. 130.
J. A. Shirey, L. O. Bruun, Dept. 140; G. R. Mayfield, Dept. 232; M. S. Wood Jr., Dept. 235; J. W. Bratton, Dept. 310; R. J. Roberts, Dept. 350.

FORT WORTH
For the weeks ending Oct. 8 through Nov. 5, Employee Suggestion Awards totaling \$629.50 went to the following: M. W. Bailey, (Dept. 3-6); C. L. Rothacker, (Dept. 4-2); W. W. Hill, (Dept. 6-2); R. A. Gardner Jr., (Dept. 20-2); W. C. Ward, D. E. Wall, (Dept. 24); Virgil McCoy, C. C. Hertzler, (Dept. 25).

W. R. Williams, Mark H. Wilson, C. L. Coolidge, John L. Gondek, A. F. Drysdale Jr., (Dept. 27); J. S. Taylor, J. A. Fox, (Dept. 30); William Dewey Kempe, (Dept. 43); C. A. Potter, W. D. Hays, (Dept. 44); A. H. Hicks, (Dept. 46).

Joe Lingerfelt Jr., Andrew J. Nickell, L. A. Orrell, T. W. Peacock, G. S. McClelland, E. L. Kretschmar, John A. Dodd, (Dept. 50); F. P. Caldwell, C. S. Benjamin, Raymond R. Chaffin, H. B. Green, (Dept. 61); R. E. Neusche, (Dept. 82).

Deaths

FORT WORTH
WILLIAMSON—Virgil Wesley, Dept. 20-2, Nov. 27. Survivors: wife, two daughters, mother, father, one brother, three sisters.

Promotions

FORT WORTH
The following were promoted to or within supervision effective Nov. 16.
Dept. 3, Industrial Relations: Bob Vollmer to staff assistant.

Dept. 14, Tool Service: Earl Allison McKibben to assistant foreman.
Dept. 31, Metal Forming: Cleatus Carroll Allen to foreman, J. W. Burris to assistant foreman, Samuel Owen Key to assistant foreman.

Dept. 50, Final Assembly: Jack Christian to assistant foreman, Tyndall Royce Fricks to assistant foreman, Luther Louzo Herring Jr. to assistant foreman.

Dept. 61, Field Operations: Ross Robert Pack to assistant foreman, Robert Clarence Parker to assistant foreman.

Dept. 82, Pattern Shop: Edward Cheney Jr. to assistant foreman, Sewell T. Lanier to assistant foreman.

SAN DIEGO
Effective Nov. 15, the following were promoted to or within supervision:
Dept. 1-31, Industrial Relations: R. J. Dillon to supervisor of Office Services—Corporation.

Dept. 11, Contracts: F. J. Corridon to Contract Administration supervisor.
Dept. 15, Service: K. M. Campbell to Service general supervisor.

Dept. 25, Plant Engineering: E. L. Powell to assistant foreman.

Births

SAN DIEGO
BAXTER—Son, William Wayne, born Oct. 14, 7 lbs. 12 ozs., to Mr. and Mrs. F. M. Baxter, Dept. 124.

CARY—Twins: Son, Dean Lynn, 5 lbs. 12 ozs., Daughter, Diane Lynn, 6 lbs. 4 ozs., born November 24 to Mr. and Mrs. F. A. Cary, Dept. 4.

COMPAGNA—Daughter, Mary Bertha, born Nov. 12, 6 lbs. 10 ozs., to Mr. and Mrs. R. P. Compagna, Dept. 240.

COOLEY—Son, Thomas Allen, born Nov. 14, 10 lbs. 2 ozs., to Mr. and Mrs. T. E. Cooley, Dept. 235.

CUMBERLEDGE—Daughter, Janice Mae, born Nov. 5, 6 lbs. 12 ozs., to Mr. and Mrs. K. C. Cumberledge, Dept. 124.

HARDY—Daughter, Linda Grace, born Nov. 20, 6 lbs. 9 ozs., to Mr. and Mrs. S. E. Hardy, Dept. 31.

HECKMAN—Daughter, Nancy Ellen, born Nov. 18, 7 lbs. 15 ozs., to Mr. and Mrs. I. T. Heckman, Dept. 25.

McSPARRON—Son, Andrew James, born Nov. 20, 7 lbs. 5 ozs., to Mr. and Mrs. J. A. McSparron, Dept. 22.

NORMAN—Daughter, Mariah Kathleen, born Nov. 6, 5 lbs. 1 oz., to Mr. and Mrs. M. E. Norman, Dept. 340.

OLSON—Son, Paul Ervine, born Nov. 10, 6 lbs. 8 ozs., to Mr. and Mrs. J. E. Olson, Dept. 124.

WINSON—Son, Charles Frederick, born Nov. 13, 7 lbs. 3 ozs., to Mr. and Mrs. V. T. Winsor, Dept. 210.

YOUNG—Daughter, Madeline, born Nov. 22, 6 lbs. 11 ozs., to Mr. and Mrs. A. W. Young, Dept. 221.

FORT WORTH

MUNSON—Son, Eric Anthony, born Nov. 12, 6 lbs. 14 1/4 ozs., to Mr. and Mrs. L. E. Munson, Dept. 6-2.

FARMER—Daughter, Phyllis Catherine, born Nov. 11, 8 lbs. 10 ozs., to Mr. and Mrs. W. W. Farmer, Dept. 61.

THOMAS—Son, Neil Eugene Jr., born Nov. 17, 8 lbs. 11 ozs., to Mr. and Mrs. N. E. Thomas, Dept. 61.

BRAND—Daughter, Juanita Faye, born Nov. 16, 6 lbs. 7 ozs., to Mr. and Mrs. James Brand, Dept. 61.

New Anti-Icing System For Liners Wins CAA Approval

A new thermal anti-icing system installed in Convair-Liners has been approved by the Civil Aeronautics Administration, Harold D. Koontz, Convair director of commercial sales, announced this week.

CAA issued the license after a series of icing tests conducted recently in the Northwest. The new method of ice prevention, first system of its kind approved for commercial airliners, utilizes the heat from exhaust gases.

Outside air is first heated as it is drawn around the engine, and the temperature is raised further by ducting the air around augments tubes through which hot exhaust gases pass.

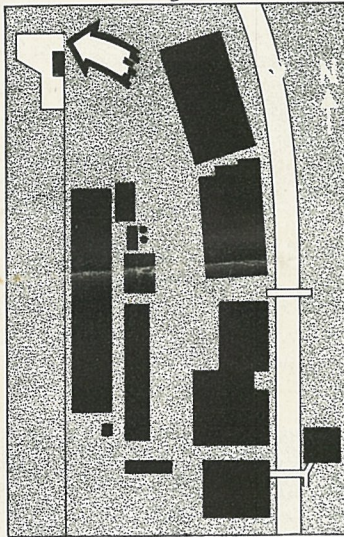
The hot air is ducted to leading edges of the wing and tail surfaces which are heated sufficiently to remove ice or to prevent its formation.

The system functioned satisfactorily, even on one engine, in the maximum icing conditions encountered during tests required by CAA.

It Takes All Kinds



Whipping boy of the gods, the light turns red just as he gets to the corner. He never stands in the right line at the bank, misses every lottery by just one number and the guy ahead of him always gets the last seat on the bus. The reason he didn't shave this morning was because the water-line broke just as he turned on the tap.



Arrow shows location of Employees Salvage Store, at San Diego, open Tuesdays and Thursdays, 3 to 5 p.m.

Emergency Landing Injuries SD Man

Edward Teal, 21, of Transport Interior Trim (Dept. 340, SD) was in a Glendale hospital this week in serious condition as the result of a Thanksgiving airplane accident.

Also injured were Mrs. Teal and their small daughter, Patricia. Teal made an emergency landing on a crowded Glendale golf course and crashed into a concrete abutment. Early reports indicated he was running low on fuel.

CADETS CANCEL

The scheduled visit of 79 Argentine air cadets and 30 Argentine officers to Convair FW has been cancelled. The cadets were to have inspected the "home of the B-36" and nearby Carswell Air Force Base on a tour of U. S. Air Force facilities.



"I appreciate all this, gang—but I tell you my hiccups have stopped of their own accord."



A LESSON IN DESIGNING

Here is a contribution that stems from R. H. Hands, Convair FW Engineering (Dept. 6-4), regarding how to design a "misfitting." We found it amusing even though we don't know beans about engineering design:

"A fitting is needed. Starting with what you know, minus what you don't know, plus what was used before, less what changes have been made, get yourself a blank piece of paper and a sharp pencil to start with.

"From a known point to an unknown location, draw a line an estimated length. After drawing this line in, mark it off into two parts, one being longer than the other. This is more difficult than it sounds because you have broken your pencil.

"Next erase everything. This is necessary because Structures has found that the line is not heavy enough to stand the strain



of passing through the blueprint machine. However, before erasing, consult the checker to determine the size of eraser to be used. This is very important as the eraser cannot be too large or it will erase part of the paper where there are no lines and Structures will reject the paper as being too weak.

"Take a scratch pad and, with an estimated load applied an undetermined number of times to an imaginary fitting, sketch in a hole that can neither be made too large or too small. Now all you have to do is to see whether tooling can make it out of aluminum, magnesium or steel since your chances that it will be made from one of these three materials (or a combination of them) will be about 50 per cent.

"Now you are ready to consult your Modified Goodman diagram which you will find in your

personal file labeled "Trash". From this handy little curve, estimate what the "Q" factor would be if the diagram had been printed clearly enough for you to read it. After shredding the Modified Goodman diagram, (5/32" strips preferred) neatly pile the pieces in the wastebasket and prepare to start to begin looking for a suitable person close at hand whom you can beat three out of four times at 'tit-tat-toe'."

PAT ON BACK

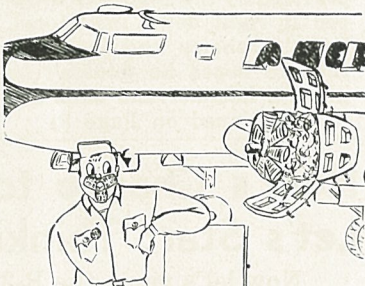
To even matters in the recent Convair FW Community Chest campaign, Convairiety gives a figurative pat on the back to the generous crew of M. F. Hudson in the wing spar clean-up area of Wing Structure (Dept. 45). Hudson's crew was the only one in the department which contributed 100 per cent in the drive—and contributed almost twice as much as any other crew in the department.

FROM ABROAD

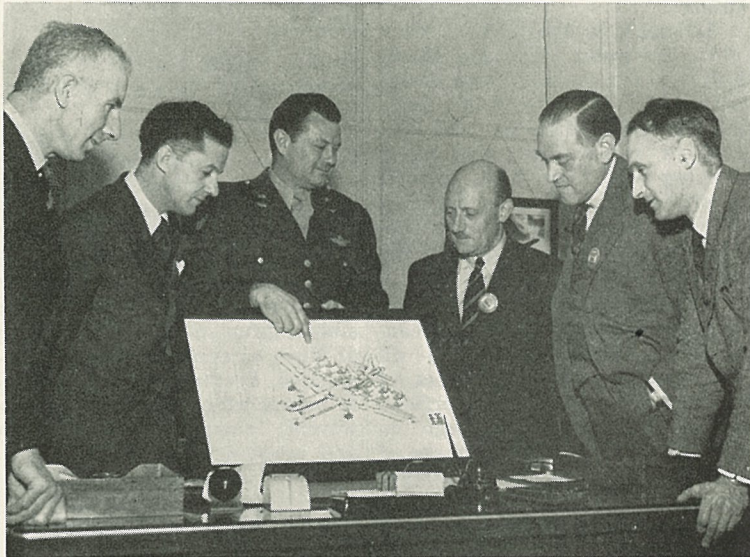
The mail room is going to have a rough time with this request from Amsterdam:

"We should be glad if you would send us a copy of the paper for your concern. It would be of much use to us if we could acquire some experience and inspiration from your journal in order to make our own more attractive and instructive for our staff."

The address is: N. V. Verenigde Nederlandse Vliegtuigfabrieken Fokker i.o.



"Boy! I need a vacation." (Drawn by F. T. Fearon, Dept. 6, SD.)



PRODUCTION STUDY—A B-36 production breakdown is being explained here by Lt. Col. Beverly H. Warren, chief of Air Material Command's procurement field office at Convair FW. Getting latest in U.S. production technique are officials of British Ministry of Supply. Left to right: A. G. Oates, R. E. Swift, Col. Warren, F. G. Manning (director general of British aircraft supply), E. T. Painton and R. E. Sainsbury.

Top Britishers Find B-36 'Lot Of Airplane'

The man who buys all the aircraft purchased by the British government found at Convair FW last month that the B-36 "is an awful lot of airplane"—and he ought to know, since he has seen them all.

He is F. G. Manning, director general of British aircraft supply. He visited the Ft. Worth Division with members of his staff to study U. S. aircraft procurement and production methods.

Manning's statement on the B-36 is all the more qualified since he is familiar with the giant Bristol "Brabazon," a British commercial transport craft which is now under construction. The "Brabazon" is an eight-engine ship which is even larger than the B-36 or the C-99. It has not yet been flown.

In Manning's party were A. G. Oates, R. E. Swift, E. T. Painton and R. E. Sainsbury.



TOPS IN DANCING—A comely couple is Mr. and Mrs. Billy Luffe (Dept. 300) who are as graceful as they are attractive and thereby won dancing contest at department picnic.

If National Emergency Arises, Convair FW Won't Be Caught With Its 'Plans Down'

It's no secret that American industry, largely caught with its plans and many of its plants down at the opening of World War II, has for some time now been making plans to insure that the same mistake is not repeated

in event of another national emergency.

It will be of interest to Convair employees, however, to know that Convair FW is one of the first aircraft facilities in the Nation to complete and submit to the Industrial Planning Division of the Air Materiel Command, Wright-Patterson Air Force Base, an extensive report to that end.

Naturally, the facts and figures presented in the report are restricted information which the agents of some foreign nations would go to no end of trouble to obtain. So we won't discuss them here.

It can be said, however, that the report represents the best thinking of Convair as to what would be done, how it would be done, and how soon it would be done from the day of any National emergency.

It is a part of the Air Force's effort—and Convair's effort—not to be caught with our plans down again.

The report was prepared under the general supervision of the Convair FW Industrial Engineering Department, which served as co-ordinator in compiling information. Major portions of the report was prepared by the Engineering Department, Tooling Department, Plant Engineering Department, the Master Scheduling Section and the Industrial Relations Department.

The report was prepared by the company under terms of a separate contract awarded by the Air Materiel Command.

While no one has wasted his time compiling any statistics on the report itself, it represents thousands of man-hours of study and preparation. The finished product, printed and bound in book form, is approximately 400 pages of eight-by-eleven-inch pages of text, charts, drawings and statistics.



FOUR-DIVISION MAN — C. E. Roeder, Convair FW foreman in Final Assembly (Dept. 50), has just received his 10-year Convair service pin. He began working for Convair SD in 1936, and served at Vultee Field and the New Orleans division before coming to Ft. Worth.

Convair Man 'First' To Glimpse Comet

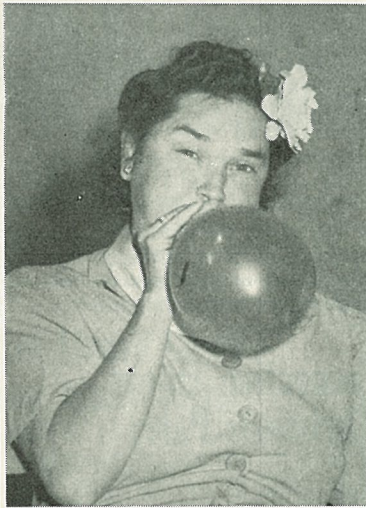
M. J. James, Convair FW Mat-ing and Wing (Dept. 46), has decided to take up astronomy in his spare time after receiving recognition in the Ft. Worth Star-Telegram as "the first person to see the new comet 1948-L."

He saw the bright body in the sky at 5:30 a.m., Nov. 5, while driving to work at Convair. He also spotted the comet on subsequent mornings, but failed to notify the Weather Bureau. Later he read a newspaper account of a new comet observed in different parts of the world on Nov. 7.

According to a Ft. Worth astronomer, Oscar Monnig, comets are usually named for their discoverers. If this is the case, the world may have a new comet equally as famous as "Halley's"—the "M. J. James Comet."



WINDY MOMENT AT PICNIC—Convair SD younger generation puff their cheeks during balloon blowing contest at Dept. 300 (Field Operations) picnic at Felecita Park. This was one of many events for children as well as grown-ups. (All picnic photos by R. R. Aiken, Dept. 300.)



PUFFED UP — Mrs. R. H. Browning shows professional technique that won balloon blowing title at picnic.



WINNING 'TERRORS'—This is SD Flight Inspection's softball club that trounced all comers at recent Dept. 300 picnic. Pictured are C. M. Wood, Louis Rulick, C. W. Dale, Ralph Harper, Jasper Haegeman, Art Steck, Rod Fowle, Lee Brugger, J. W. Sanders, James De Bolt.

Hundreds Attend SD Picnic, Blow Balloons Play Softball, Eat Crackers, Try Whistle

Nearly 500 Convair SD men and women and their families attended a Dept. 300 (Field Operations) picnic Nov. 21 at Felecita Park and enjoyed activities that ranged from balloon blowing to dancing and softball.

After lunch Flight Inspection's softball team lived up to its title of "The Terrors," downing "Brown's Oklahoma Section Hands" one to nothing when Art (Golf) Steck singled to bring in C. M. Wood for the only score. "Kemper's Wire Pullers" were stomped under by Bill Carey's "Skunk Holler Shoemakers" two to one with the assistance of Umpire Jerry Kauffman. The Shoemakers, after eliminating the Nite Owls, lost the championship game to the Terrors three to nothing.

Various contests were conducted during the day under the direction of V. F. Van Dusen, Lee Brugger, Lou Sheibel, F. Kemper and P. K. Yenawine. Nancy Joe Lee won the girls 100-yard dash and Joe Delapena and Jerry Blank won honors in the boys division. Mrs. Jimmy DeBolt won the rope jumping; Marion Maers and Bill Strenalt won the cracker eating and whistling contest; while Bobby Dale took honors in the children's balloon blowing and Mrs. R. H. Browning won the adult competition. The latter also won the lipstick event for

most artistically decorating her husband. Peggy Browning and Bobby Dale also won in the shoe-tying race.

Joe (Uncle) Dunkle brought back memories of barnstorming days during the afternoon by putting on a one-man air show over the picnic grounds, stunting in his private plane.

After the games, Joe Leach and his "Texas Ramblers" entertained with western music for dancing. The dancing contest was won by Mr. and Mrs. Billy Luffe.

Model Plane Fans Given Opportunities To Get Together

Two opportunities for Convair FW model airplane fans to engage in organized activities were announced last week.

D. S. Wilson of Material (Dept. 4-2), invited interested hobbyists to consider joining an organization already established, while Leighton M. Webb, of Field Operations (Dept. 61), is interested in contacting Convair fans who want to form their own organization.

Wilson is chairman of the free-flight section of Cowtown Sahibs Model Airplane Club. Free-flight fans (whose craft fly free and independent of an operator) may obtain information by attending one of the meetings at the Y.M.C.A. at 8 p.m. on the second or fourth Wednesday of each month. U-control fans (whose planes are controlled by means of wires manipulated by the operator) may obtain information by attending meetings at the Y.M.C.A. on the first or third Wednesday of each month.

Hobbyists interested in joining Webb in forming another organization are urged to telephone their names and departments to the recreation office, Ext. 5141. If enough are interested, Webb will call an organization meeting.

In 1941 Consolidated began operation of the world's first mechanized, chain-gear assembly line to mass-produce heavy bombers.



REENACTED ON THE GROUND—Everett Schumaker, Dept. 140 SD (Seat Sub-Assembly and Cable) foreman, who won flight in Convair-Liner recently, uses control pedestal made in his department to demonstrate while describing flight to members of his department. Shoemaker flew around San Diego area and broadcast reactions over radio.

Former Airline Hostess, Now Steno At SD, 'Goes' for Convair-Liner

A shiny stainless steel buffet one day last week brought breathless "ohs" and "ahs" from a pert and pretty blonde at Convair SD.

The "ohs" and "ahs" were of the variety that most girls reserve to greet mink coats or diamond solitaires. The pretty and pert blonde was V. A. Armstrong who normally pounds a typewriter in building 5, Material Department. (The V is for Virginia, but she prefers the nickname V.A.)

Now the buffet of a Convair-Liner is a dandy thing, of course, but there is a special reason why V. A. registered enthusiasm. That's because she was an airline hostess for 16 months.

"This is simply super," she remarked. "We had nothing so elaborate when I was flying with Capital."

V. A. began as hostess in 1946, and covered all of Capital Airline's routes. Her most exciting moment was when aboard a plane that flew through the tail of a hurricane.

"We hit some rough bumps and although the passengers were strapped in and therefore unhurt, I bumped my head on the cabin ceiling," she recalled. "That was one time I had difficulty obeying the hostess rule of always appearing 'cool, calm and collected!'"



STUNNING—That's the adjective that V. A. Armstrong, SD typist and once an airline hostess, applied to Convair-Liner. Same adjective could be applied to V. A. herself. She found Liner buffet convenient, attractive and efficient.

Weight Bars Montijo As Pilot For Wee Bee, Needs To Lose 30 Pounds

Largely because Karl Montijo of Convair SD Flight Research weighs 190 pounds instead of about 160, the Wee Bee is virtually a Kiwi.

The Wee Bee, billed as the world's smallest piloted aircraft, is a private venture sparked by Ken Coward, Convair SD flight research analyst, Montijo, and W.

F. Chana, also of Convair. Although originally scheduled to fly the tiny ship which is stabled at Gillespie airport, Montijo's weight presented a problem affecting the rate of climb and a Gillespie pilot, Bill Bouck, 140 pounds, has taken the ship on brief ventures into the air, up to 25 feet. However, he wants more familiarization before taking a real hop.

Meanwhile, Coward said this week that efforts to obtain a more powerful engine for the plane appear to have failed and therefore lightweight Bouck may ultimately be the first to fly the ship to a real height, rather than Montijo.

Convair-Liners stop faster—even back up, because of the reversible pitch propellers which bring the plane to a stop quickly, or allow it to taxi backward and swing around in a very small area under its own power.



"It's awfully thoughtful of you, dear, to take out an insurance policy for me in case something happens to you, but suppose nothing happens?"

Piper Aircraft Co. Purchases Convair's Stinson Division

Convair's Stinson Division has become a thing of the past following sale of all equipment, tools, spare parts and finished planes to Piper Aircraft Co.

Future Stinson manufacturing operations will be centered at Lock Haven, Pa. as soon as tools and parts are transferred from Wayne, Mich. William T. Piper indicated his company is considering a name change to Piper-Stinson.

"This sale definitely is a constructive move for the small plane industry," Floyd B. Odum, Convair board chairman, said. "Two non-competitive lines of planes are being integrated into a single manufacturing and sales organization. . . ."

"Stinson production at Wayne was halted last summer. Our military and commercial production schedules have made it increasingly difficult for Convair's management to devote the time required for adequate supervision of Stinson. The outright sale of the division to Piper is advantageous to both companies. . . ."

Inspection Enjoys Christmas Party

Convair FW Inspection personnel (Dept. 27-0) and their families got together for a Christmas party and barbecue at Eagle Mountain Lake last Sunday (Dec. 5).

Approximately 150 guests participated in softball, dancing, boating, horse shoe and washer pitching, card and domino games. Main events of the afternoon were a turkey shoot, rod and reel casting contests and potato races. Special treat for the children was a Christmas tree with gifts.



"You should've seen her face when I handed her the check!"



BOOTS FOR THE BOSS—La Motte T. Cohu, president and general manager, receives FW Foremen's Club gift of cowboy boots presented by L. H. Allen, president, left. Below is photo taken surreptitiously showing "working slippers" Cohu usually wears, condition of which may or may not have prompted present.

Christmas Party At FW To Be Dec. 18 In Convair Cafeteria

Plans for the Annual Management Christmas Party and Dance on Saturday Night, Dec. 18 were announced this week by Ray O. Ryan, Convair FW Division Manager.

Special invitations are going this week to all members of Supervision and all members of the Convair FW Foremen's Club.

The party in the Convair cafeteria will start at 8:30 p.m. with dancing to the music of Curly Broyles and his 14-piece orchestra. A brief program will include three dance contests.

Instead of the usual dinner party banquet meal, an innovation this year will be the serving of breakfast beginning at 11:30 p.m. The menu will include scrambled eggs, sausage, ham, bacon, and hot biscuits. Dancing will continue to 1:30 a.m.

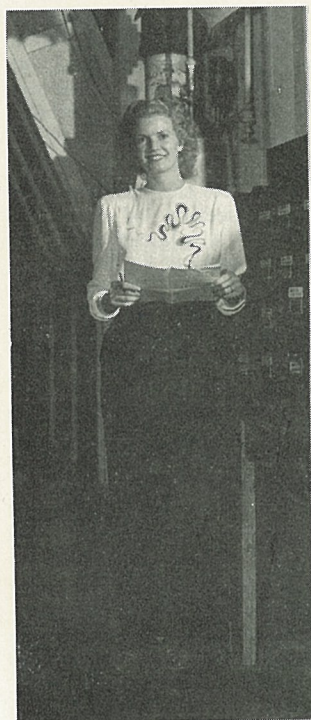


FOOTGEAR—New boots will come in handy for the Boss. He loves to ride, keeps own horses.

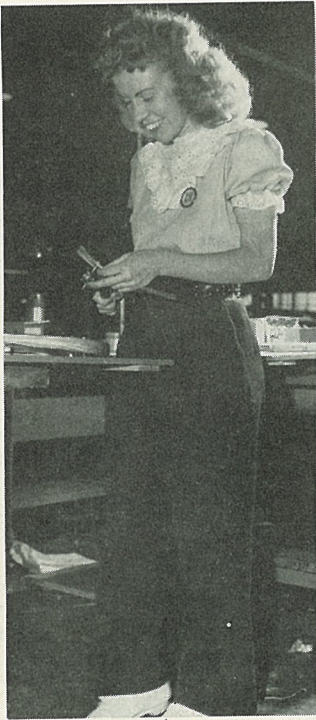
Here's a Poser: Pick the Texans from the Californians

While absorbing a bit of factory fashion as modeled at Convair FW and SD, here is chance to baffle your brain over which of the six lovelies shown below are Ft. Worth girls and which are San Diego. Make your selections, then turn to page

eight for names and locations (phone numbers are confidential) and score yourself. Below each picture are a few clues and there are a few rather obvious ones in photos themselves.



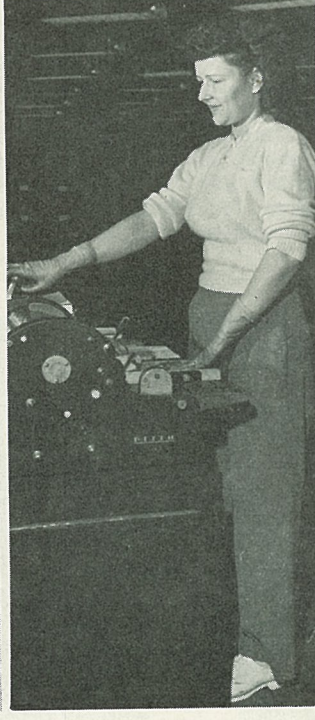
This attractive blonde wears hand-painted blouse, design on which was painted by a Convair associate. She wisely wears plastic cuff shields to protect long sleeves.



Fresh as a daisy in washable blouse, this lovely prefers black slacks. They save on cleaning bills. Such curly locks should be protected if near moving machinery.



Dressing smartly as well as safely is this girl from — oops, no fair — She wears head scarf, safety goggles, slacks and blouse and conforms to regulations by avoiding jewelry.



This ditto machine operator demonstrates how to look smart despite the "purple ink plague." She wears rubber gloves, sweater and slacks and usually an apron.



"It's crepe soles for comfort," this stock chaser confides, commenting on how to soften cement aisles. She is a chic picture in her brown pin-striped slacks.



Sensible but attractive too is this fabrication department girl who wears a typical outfit of cotton shirt and gabardine slacks. In most such jobs protective head gear is needed.



TALKING "TURKEY"—Talking and eating turkey at same time are two guests at the Convair FW Dept. 82 Thanksgiving dinner. Left to right, D. B. Kelty, general foreman Pattern Shop (Dept. 82), and A. P. Higgins, chief tool engineer (Dept. 24-0).

Convair Men Add \$20 to Hard Work And Build and Race Own Yachts

Judging from Nick Keough's enthusiasm, this small boat racing must be a lot of sport.

Nick, foreman in Experimental SD, was pictured in the Sept. 15 issue of Convairiety with his prize-winning model sloop.

Nick, along with George Oliver and Don Pritchard of Engineering, and Winthrop Tucker, Experimental, race boats at the SD Model Yacht Club. The clubhouse is on filled ground in the middle of Mission Bay. It fronts on the model yacht basin, a pool of salt water about 800 feet long and eight feet deep in the center.

The basin can be drained at low tide by permitting the water to flow out a pipe into the bay.

Boats that members race fall into three classes: A, M and X. Most of the boats are M class, small and easy to handle. The X class boats are designed for speed alone. Keough's boat, the Johanna, is in A class and figuring the size of one of these is a trifle complicated. The result of the following formula must not exceed 39.7: take the load water line times the square root of the sail area divided by four plus the load water line divided by the square root of the sail area divided by 12 times the cube root of the displacement. Or something like that.

Once you've figured that out you can come up with a boat somewhere between five and six feet long. Nick's Johanna weighs 49.8 pounds and about 31 of that is lead in the keel. She draws about a foot of water.

The boats are not expensive to build. About \$20 in materials will do it, figuring \$6 for sails and \$5 to \$7 for the steering apparatus. The latter is a handy gadget that operates a rudder in the water, controlled by a light wooden fin. The fin

is in the air above the stern and moves according to the wind.

Although capital investment is small, it takes plenty of hours to complete such a boat, according to Nick. Incidentally, if it hadn't been for an elderly Norwegian back in Connecticut Nick probably never would have completed a boat that would sail, much less win a national trophy.

The Norwegian was Ted Ringso. When Nick started whittling out a model boat one day in the 30's—he had never been in a real



PROOF OF SKILL—Trophies won by model yacht

sailboat in his life — Ringso scoffed at his efforts. The Norwegian had been a boat builder in the old country and showed him how to properly bend the ribs and set the keel.

Thanks to Ringso, the hull was virtually completed by the time Nick left for the west coast. He carried the boat strapped to the baggage rack of his car.

On the coast Nick found racing enthusiasts and from them learned how to sail his craft. However, he's never forgotten Ringso.

"The boat still bears the name he gave her," Nick recalled. "He named her Johanna, after his wife."



SURPRISE—A cake inscribed "Happy Birthday Nature Boy" greeted J. M. (Duke) Rogers, Dept. 23 SD, (Factory Manager's Office) on his birthday, Nov. 18, at surprise party. Cake was baked by Elayne Reid, pictured above with Rogers.



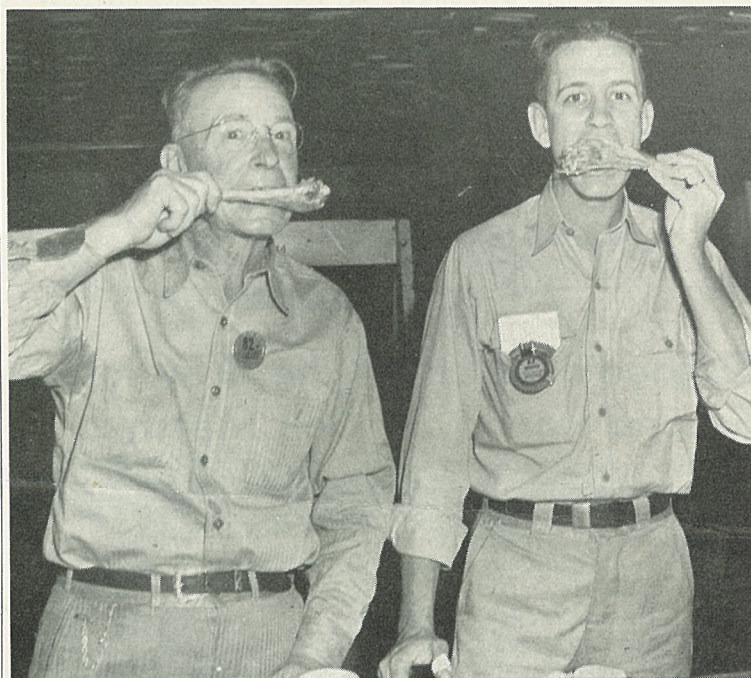
OFFICIAL SERVERS—Busy dishing up turkey to Convair FW Dept. 82 members are these four women who helped plan annual Thanksgiving dinner. Left to right, Edra Womack, Beautrice Bowlus, chairman, Alice Laverty and Mejuan Griggs, all of Pattern Shop (Dept. 82). Traditional dinner, held in Pattern Shop day preceding Thanksgiving, prepared and furnished by Dept. 82 employees and wives. Meal was served this year to ninety.

KLM Liners Carry Four Man Crews

KLM's five Convair-Liners, now either in service on the continent or in crew training status, are equipped to carry four-man crews as well as hostesses.

Besides pilot and co-pilot, the planes carry a radio operator and a flight engineer. Jump seats were installed which swing into the cockpit midway between the two pilots and fold out of the way to clear passage to the pilots' seats.

Convair-Liners operating in this country usually carry two pilots and one or two hostesses.



THEY GOT DRUMSTICKS—Enjoying every bite of turkey drumsticks at Convair FW Dept. 82 Thanksgiving dinner, are left to right, J. T. Mitchell, Pattern Shop (Dept. 82), and Timekeeper R. L. Wiggins, Accounting (Dept. 9-2).

Autos Jam SD Lots Beyond Capacity; Car Pools Appear Best Solution

Convair SD's over-burdened parking lots continue to bring jangled nerves, heated words and scarred fenders. But there doesn't seem to be anything anyone can do about it.

Every day approximately 300 more cars find their way into the lots than there is comfortable space for. This means the cars are being parked in lanes, blocking other cars from the exits and entrances.

"We have canvassed the area in an effort to locate more land for parking lots," D. C. Wilkens, director of Industrial Relations, declared. "But there simply isn't any available at anything approaching a reasonable figure."

Convair SD's present parking facilities include space for 1,326 cars on valuable Pacific highway frontage, most of which is owned by Convair.

"We could post guards to see that the lots do not fill up beyond capacity," Wilkens continued. "However, this would mean turning away around 300 cars and the consensus in the past has been to continue with the overloading rather than force these cars to seek distant parking places."

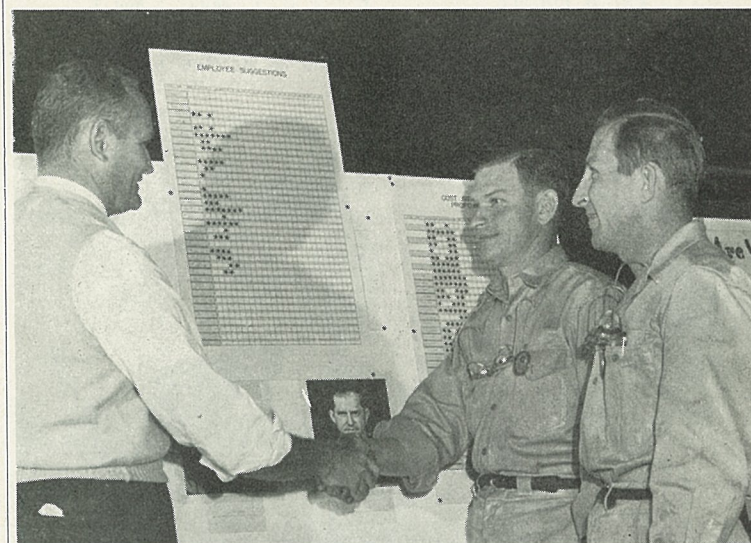
As possible solutions, Wilkens suggested increased use of the car pool system and exercise of driver courtesy and pointed out that excellent bus service is available.

"It would help materially if drivers would remember the

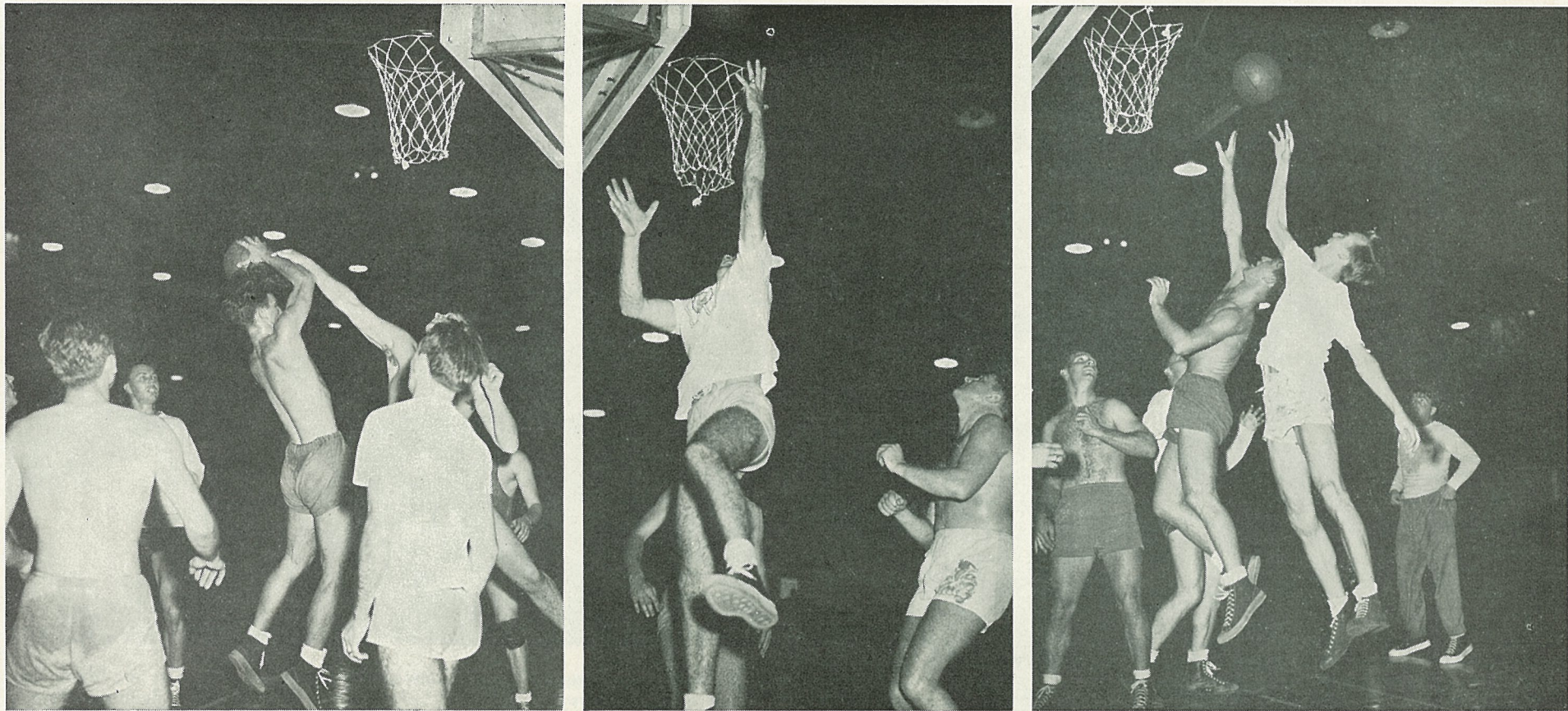
other fellow and do their best not to block the exits," he continued. "We have had cases where cars were parked in entrance lanes even though there were plenty of regular parking spaces. Besides making for confusion at 3:30, this creates a serious problem for those who must use their cars for emergencies during the day."



"That kid will think twice before he knocks the teeth out of any more rakes."



PROMOTING SUGGESTIONS—Proof that public notice encourages men with ideas to express them through the Employee Suggestion Program is this special board set up in Bomb-Bay (Dept. 43). The record of each group in the department is shown by stars posted on the board. Here L. L. Tuttle, general foreman in charge of the department, congratulates two recent ESP winners, E. H. Segars (center) and G. A. Gowins (right).



LOOKS LIKE A FAST SEASON—These action shots taken at municipal gym in SD show Convair basketball teams practicing up for coming season. Players in this particular series are from Engineering and Tooling. Left above: Ray Hunt competes with Dick Carlson for the ball. Center above: Roland Leadon goes for high one with Carlson looking on. Right above: Ace Carver, Gerry Nuss, Hunt and Jim Wenzel in furious cluster.

Sports

Osgood's 69 Leads the Way Into Second Round SD Golf Matches

On the basis of first round performances, Defending Champion Russ Osgood and smooth-swinging Mat Kimmel appeared to be the men to beat in Convair SD's golf championship.

Hot putters helped both to dispose of first round opponents in spectacular fashion Nov. 27 at Mission Valley golf club. Osgood fired a three-under par 69 to beat C. R. Jackman 4 and 3 while Kimmel was shooting a 71 to eliminate Bob Saley 6 and 5.

Other championship semi-finalists were Logan Jenkins, who squeezed past Ken Ellis one up, and R. Strayer, who beat A. Reiter 4 and 3.

Osgood played Strayer last Saturday (Dec. 4) and Kimmel played Jenkins. Results of these and other semi-final matches are carried elsewhere in the San Diego edition. Following are first round results:

- FIRST FLIGHT**
F. Csopak df. E. G. Martin 1 up; A. Zarracina df. C. W. Maxfield 2 up; W. Glithero df. J. Hageman by default; R. Meer df. J. Dzierzanowski 5 and 3.
- SECOND FLIGHT**
R. Ostwald df. E. Raymond by default; R. Gabbe df. H. Brooke 1 up in 19; G. Cox df. E. Goslin by default; R. Tonsager df. C. Mansfield 6 and 4.
- THIRD FLIGHT**
M. Hill df. R. Long 2 and 1; R. Davis df. J. Scott by default; E. Romero df. A. Hart 5 and 4; W. Jarecki df. W. Koehler 6 and 5.

- FOURTH FLIGHT**
H. Hodgetts df. T. Anderson 2 and 1; S. Mettler df. R. Miller 5 and 4; R. Demitrowicz df. C. Osberg 7 and 5; H. Keswick df. F. Lubo 3 and 1.
- FIFTH FLIGHT**
F. Diven df. L. Failor 1 up; D. Minor df. J. Marshall by default; W. S. Rye df. D. Campbell 2 up; V. A. Brown df. H. E. Johnson 5 and 3.
- SIXTH FLIGHT**
C. Yater df. P. Athans 2 and 1; E. Bell df. E. McCleave 3 and 2; F. Smally df. S. Braun 1 up; J. Glenn df. F. Grossher 5 and 4.
- SEVENTH FLIGHT**
V. May df. R. Campbell 3 and 2; J. Zamiska df. J. Barron 3 and 1; E. Caldwell df. D. Sears 1 up; M. Wisdom df. G. Nuss 2 up.
- EIGHTH FLIGHT**
J. Doig df. C. A. Fisher 5 and 3; D. Van Dahl df. H. D. Filoon by default; M. Williams df. F. Roberts 7 and 6; V. Thien df. N. Karpinsky 4 and 2.
- NINTH FLIGHT**
H. Dixon df. G. Steed 2 and 1; A. Steck df. F. Weismantel 7 and 6; R. Gumtz df. R. Shorey by default; T. Wills df. E. Ellsworth 2 up.
- TENTH FLIGHT**
J. Luckett df. G. Couchman 2 up; R. Morgan df. R. Rose 1 up in 20; T. Brotherton df. C. O'Rourke by default; L. Gibson df. T. Becht 4 and 3.
- ELEVENTH FLIGHT**
A. Seeman df. C. Mitchell 4 and 3; F. Baebler df. D. Wilcox 3 and 2; W. Flenniken df. H. L. Williams by default.
- TWELFTH FLIGHT**
C. J. Kruk df. J. Ernst 2 and 1; F. Sisson df. D. Wharton 4 and 2; E. Zeitler df. H. Cromartie 2 and 1.
- THIRTEENTH FLIGHT**
J. Williams df. G. Grosssaint 1 up in 19; E. Buffaloe df. E. Minch 7 and 6; L. Dress df. J. Dixon 5 and 3.
- FOURTEENTH FLIGHT**
A. Avgerenos df. L. Denny 4 and 3; D. Krause df. M. Val Dez 3 and 2; A. Molleur df. F. Shuter 5 and 4.
- FIFTEENTH FLIGHT**
R. McNeil df. A. Vernon by default; D. Sandin df. J. Adamson 7 and 5; E. Drapkin df. A. Lesh 7 and 6.

Sharp Shooters Will Compete Dec. 12

Gus Novak, Convair FW Gun Club Commissioner, announces that all Convair workers interested in inter-department small-bore rifle competition are invited to meet at 9 a.m. Dec. 12 outside the main Convair gate. From there, they will proceed to the Ft. Worth Gun Club rifle range on Lake Worth.

Convair rifle enthusiasts who met last week and voted to join the Gun Club are O. W. Manis, P. W. Galbath, Metal Forming (Dept. 31), Curt Mahla, Engineering (Dept. 6-4), R. Louis Cox (Dept. 6-2), Sandy Kertesz and Novak, Field Operations (Dept. 61).

Bowling At SD

800 SCRATCH LEAGUE			W.	L.
1. Inspection	33	15		
2. Machine Shop	32	16		
3. Exp. No. 1	32	16		
4. Welding	23	25		
5. Handicappers	22	26		
6. Electric Bench	22	26		
7. Engineering	20	28		
8. Port Wingers	8	40		
825 SCRATCH LEAGUE			W.	L.
1. Prod. Control	30	18		
2. Version Proofing	29	19		
3. 240 Fuselage	26	22		
4. Contracts	24	24		
5. Machine Shop	23	25		
6. Wind Tunnel	23	25		
7. Wood Shop	21	27		
8. Mech. Maint.	16	32		
850 SCRATCH LEAGUE			W.	L.
1. Engineering No. 2	33	15		
2. Misfits	31	17		
3. Convair Liner	24	24		
4. Tool Planning	24	24		
5. Tool Loft	23	25		
6. Engineering No. 1	22	26		
7. Exp. No. 31	20	28		
8. Exp. 117	15	33		
HANDICAP LEAGUE			W.	L.
1. Misfit Jrs.	33	15		
2. Flight Test	32	16		
3. Experimental	31	17		
4. Furnishings	31	17		
5. Toppers	28	20		
6. Engineering	25	23		
7. Hot Shots	24	24		
8. Contracts	23	25		
9. Railbirds	23	25		
10. Plaster Term	22	26		
11. Five Aces	22	26		
12. Accounting	20	28		
13. Prim. Assy.	19	29		
14. Sad Sacks	19	29		
15. Trouble Shoot.	17	31		
16. Convair Lines	16	32		
CONVAIR LINER LEAGUE			W	L
1. Clean-up	33	11		
2. Final Clean-up	30	14		
3. 240-Five	28	16		
4. Convair Cats	28	16		
5. Phase No. 2	25	19		
6. Live Wires	24	20		
7. Convairity	24	20		
8. Primary Dural Bugs	24	20		
9. Short Circuits	21	23		
10. Convair Nitties	20	24		
11. Four Hits and Miss	15	29		
12. Five Knights	14	30		
13. Interior Trim	13	31		
14. Air Tights	9	35		
MIXED LEAGUE			W	L
Alley Rats	27	13		
Three and Two	26	14		
Muddlers	23	17		
Bowl Dubs	23	17		
Lumberjacks	19	21		
Stink Bombs	17	23		
Woodpeckers	13	27		
Quin-Pins	12	28		



WHATA FACE!—Dean Moorehead, Ray Hunt, Al Riedler and Roland Leadon stopped by camera in midst of fast play.

Archers Wax Bowstrings, Awaiting Championship Shoot At San Diego

San Diego archers—a good many of them from Convair—waxed their bowstrings this week for the annual County Archery Championship, sponsored by Convair, to be held Dec. 12.

And most of them were aiming their arrows—figuratively, that is—at Roy W. Dill, the defending titlist, who also is U. S. national champ and a member of Dept. 210 SD.

At stake Dec. 12 will be not only the county crown but the Convair plant championship as well. Nine trophies await the best marksmen, three for the county open, three for the women's divisions and three for Convair's own plant championship.

Leading contender, nosed out last year by a narrow margin, is J. H. Hood (Dept. 6, SD), but there also are several other fine shooters to offer competition.

The first event, a single American round at target archery range, will be held at 10 a.m. at Sixth and Laurel. This will be followed at 1:30 p.m. by one half of the Hunter's round at the Field Archery range, Gold Gulch, Balboa Park near the Girl Scout headquarters.

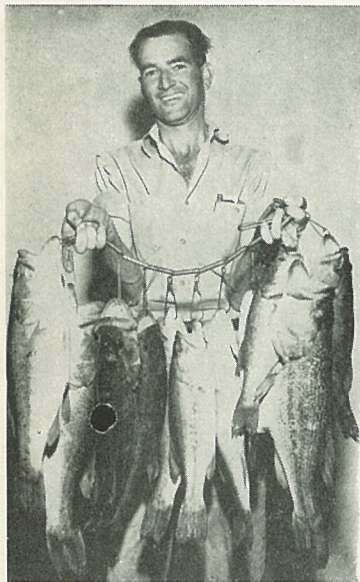
In addition to the three trophies to be awarded for the Convair SD plant championship, the winner receives possession for a year of the perpetual trophy.

SD Coming Events

- Dec. 11—Finals, Convair SD golf championship. Mission Valley club.
- Dec. 12—SD County and Convair SD archery championship. Sixth and Laurel and Gold Gulch.
- Dec. 16—Hockey game, Glacier Gardens. Bloc of seats reserved for Convair SD.
- ROLLER SKATING**
Every Thurs. eve.—Palisade Gardens.
- BOWLING**
Every Tues.—Mixed League, Hillcrest Bowl. 4:30 to 6 p.m.
Every Wed.—Handicap League, Pacific Recreation. 6:30 to 9 p.m.
Every Wed.—Convair-Liner League, Pacific Recreation. 12 noon to 2:30 p.m.
Every Fri.—800, 825, 850 Scratch Leagues, Tower Bowl. 6:30 to 9 p.m.



THE BEST IN '27'—Lolita Kohler and Art Younghusband, both of Dept. 27 SD, shown with trophies they won in '27' club bowling tournament.



CHAMP FISHERMAN? — Field Operations (Dept. 61) at FW backs H. L. Morrow, a field and service mechanic, for champion fisherman title. As evidence, Morrow is shown with day's catch of bass from nearby Possum Kingdom Lake.

FW And SD Bowlers To Compete By Wire

Convair FW and SD will trade strikes and spares by teletype in the near future. Plans are under way for a bowling match between players representing the two plants. Scores will be relayed back and forth by wire. Further details will be available later.

Bowling At FW

STANDINGS AS OF NOV. 30
ENGINEERING LEAGUE

Team	W	L
1. Hedgehoppers	20	8
2. Atomizers	20	8
3. Digger O'Dells	19	9
4. Wing Dings	18	10
5. Stineo Clinco	15	13
6. Z-Ions	15	13
7. Hardheads	15	13
8. Howeth's Texaco	13	15
9. Trojans	13	15
10. Drag Counts	13	15
11. Snail Pacers	12	16
12. Gourd Tossers	12	16
17. Saucer Tossers	11	17
14. Brewmasters	10	18
15. Trouble Shooters	10	18
16. Misguided Missiles	8	20

COMMERCIAL LEAGUE

Team	W	L
1. Acme Beer	32	12
2. Scarborough Used Cars	27	17
3. F. I. T. U.	25	19
4. Big State Coin Machine	25	19
5. Levonia Bellah	24	20
6. Banner Used Cars	24	20
7. Tallant Service	24	20
8. Atomics	23	21
9. Louie's Laundry	21	23
10. Convair	20	24
11. Liberator Drug	18	26
12. Lilly's Cleaners	17	27
13. Park's Paint	17	27
14. Lake Worth Village	11	33

CONVAIR FW

Lawson E. Valley (187)	vs.	Billy Buchanon (200)
V. L. Brock (204)	vs.	George Anderson (190)
R. B. Lee (169)	vs.	Garland Monghans (170)
Marvin Sullivan (147)	vs.	Jackie Woodruff (147)
Roy Pacheco (128)	vs.	Gilbert Ruz (128)
Phillip Mendoza (128)	vs.	Jackie Gunter (135)
Raymond Foster (125)	vs.	Basil Garrett (122)

Teams Organized For Basketball Leagues At FW

Plans for the basketball season at Convair FW got under way this week with organization of eight teams in an inter-plant league, and scheduled participation of the regular Convair basketball team in the Industrial League games.

The inter-plant teams will compete for a trophy to be awarded the top quintet at the end of the season.

Representing the eight teams are: W. F. Ozee, Engineering (Dept. 6-8); J. E. Topliff, Outer Wing and Engines (Dept. 47); Denzil Duncan, Bomb Bay (Dept. 43); W. P. Tharp, Tooling (Dept. 24-1); Jack Stevenson, Material (Dept. 4-5); J. E. Harris, Final Assembly (Dept. 50); Joe Davenport, Sub-Assembly (Dept. 73); and F. Wahl, Machine Shop (Dept. 30).

Play in the Industrial League was scheduled to start last Thursday, according to Ed Tucknies, Convair FW team manager. Team members include—Tucknies, Harold Thompson, Bill Sutton, Dave Kuykendall, Wayman Cox, Joe Clevenger, Billie Sellers, Arthur Sullivan, all of Nose and Tail (Dept. 44). Al Close, J. K. Tipton, Wing Structure (Dept. 45), Sammy Special, Mating and Wing (Dept. 46), Weldon Newton, Final Assembly (Dept. 50) and Richard Roach.

FW Boxing Team Goes Into Action Against Dallas

The Convair FW boxing team gets its first test of the 1948 season tonight (Dec. 8) when seven amateurs pit their gloves against a line-up of fighters from Ft. Worth's historic rival—Dallas.

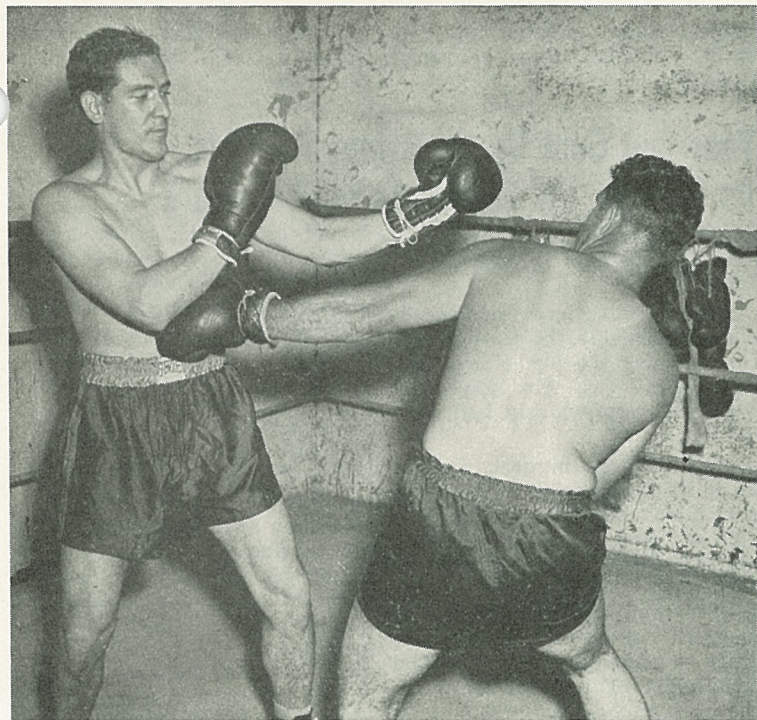
The Convair boxers meet the Dallas Athletic Club team at 8 p.m. in the Dallas Y.M.C.A.

R. O. (Bobby) Woods, of Field Operations (Dept. 61), and C. J. Driskell, of Flight (Dept. 12), co-managers, report their charges in "fair shape" after a month of training.

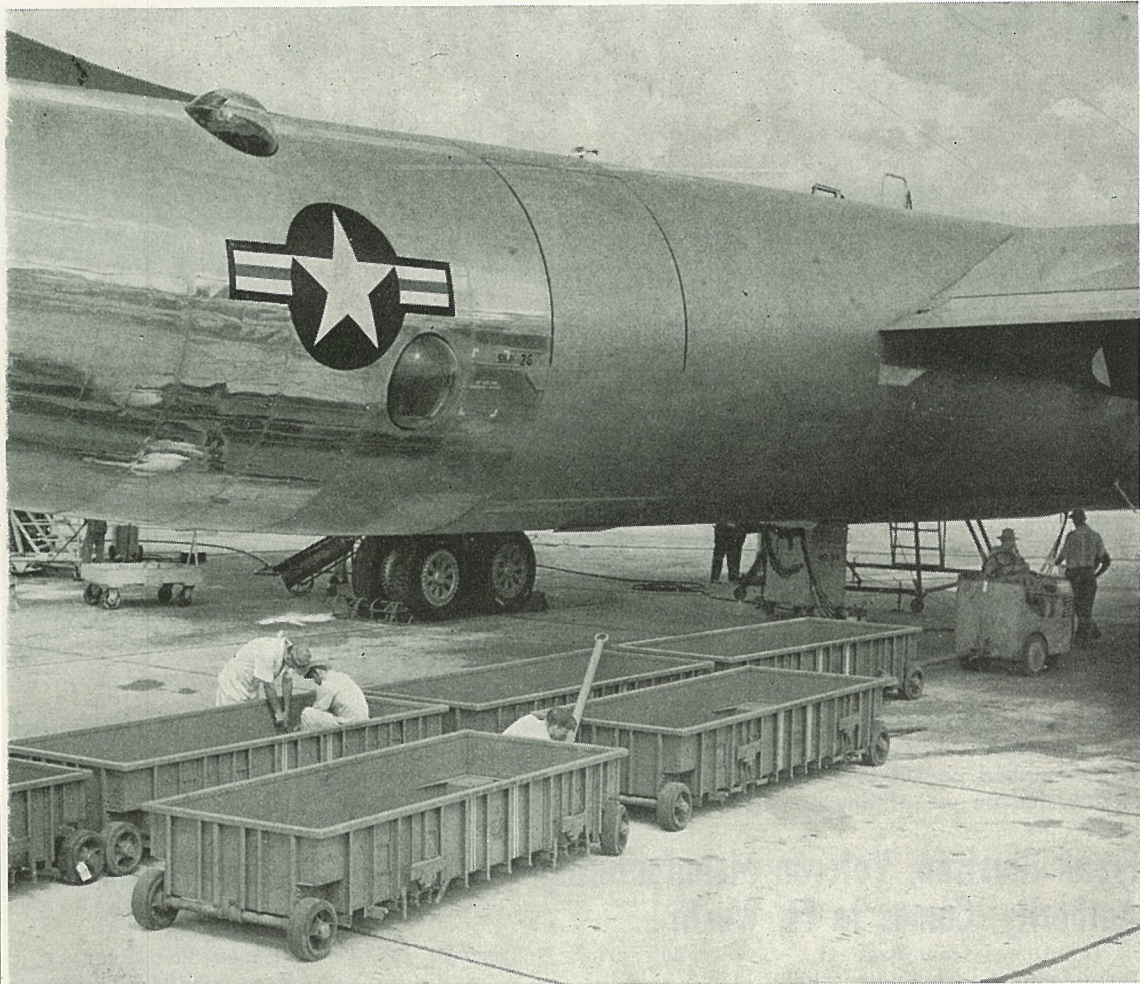
Convair FW practice matches are held at 7 p.m. every Monday, Wednesday and Friday at the Fort Worth city Recreation Hall. An invitation to all Convair FW workers to attend the practice fights is extended by Co-Managers Driskell and Woods.

Tonight's matches are:
DALLAS A.C.

Billy Buchanon (200)	vs.	Billy Buchanon (200)
George Anderson (190)	vs.	George Anderson (190)
Garland Monghans (170)	vs.	Garland Monghans (170)
Jackie Woodruff (147)	vs.	Jackie Woodruff (147)
Gilbert Ruz (128)	vs.	Gilbert Ruz (128)
Jackie Gunter (135)	vs.	Jackie Gunter (135)
Basil Garrett (122)	vs.	Basil Garrett (122)



SPAR-PARTNERS—Warming up for tonight's bout (Dec. 8) with Dallas Athletic Club fighters are these two Convair FW boxers, left to right, Lawson E. Valley and V. L. Brock. Both fight in heavyweight division.



NEW WRINKLE FOR B-36—Pictured here are cargo carrying devices designed by Convair FW engineers for B-36. Each truck, capable of carrying 14,000 pounds, can be hoisted intact through bomb bay. One plane can carry six of them. Cargo trucks could be useful in transporting spare parts, thus permitting fast servicing of a number of B-36's at a distant base.



UTILITY EXTENDED—A typical loading of the cargo carrier developed for Convair's B-36 would be the bomb racks, hoisting equipment and loose supplies needed by the airplane at operating bases. This extends the utility of the B-36 beyond its potential as a bomber so that it can (1) supplement existing military air cargo facilities when extreme range is required or when very heavy loads or large equipment must be handled and (2) take along substantial quantities of its own supplies. Two all-metal rubber-tired carriers are being delivered with each B-36 ordered by the Air Force. In an emergency, a B-36 can operate as a transport with a cargo capacity of approximately 80,000 pounds.

Deer With Most Points Will Bring Trophy To Lucky Convair Hunter

Convair FW deer hunters are prowling the woods this month looking not only for deer—but for a buck large enough to win the first prize trophy offered by Convair.

The trophy, according to E. G. Crosier, Employee Services supervisor, will be awarded to the hunter who shoots—and can prove it by displaying the horns—the buck

with the largest total number of points.

The judging committee will be Brad Calhoun, of Nose and Tail (Dept. 44), chairman, K. F. Leaman, works manager, and Dick Lilly, of Outer Wings and Engines (Dept. 47).

To be eligible for entry in the

contest, the deer must be a white-tailed buck killed in Texas between Dec. 1 and Dec. 31, inclusive. Hunters wishing to enter their bucks in the competition may do so by telephoning Calhoun at Ext. 4215.

A suitable trophy awaits the winning sportsman.

Pistol Standings At SD Announced

High scores and handicaps for November were announced this week by A. Manino, president of Convair SD's Pistol Club.

They are: J. W. Moss, 279-27-306; H. Schnaubelt, 286-19-305; Don Kimball, 282-21-303; O. C. Banke, 288-12-300; A. L. Bishop, 284-16-300; Wm. Dittmann, 285-14-299; A. P. Manino, 274-24-298; A. Hotchkiss, 275-22-297; C. F. Boyle, 245-50-295; C. Kerr, 269-24-293; G. Marcello, 226-66-292; R. Riddlesbarger, 227-64-291; W. I. Miller, 230-60-290; J. T. Halfacre, 266-21-287; N. Kinnischtzke, 225-59-284; E. Boucher, 221-56-277; H. Heidman, 236-38-274; R. Castaneda, 212-62-274; R. Morissette, 244; H. F. King, 223; C. T. Boyle, 126.



THEY REPRESENT CONVAIR—Here are members of SD's 240 bowling team now ranked near top of Tower Major League. Left to right, Dom Palumbo, Pete Grijalva, Charles Martin, Dale Mansfield, Ray Stevens.



PEANUT PUSHER—P. H. Paxton, Material-Purchasing (Dept. 4, SD) buyer, pays off election bet, lost to Paul Gauhen of same department. Pat, equipped with knee pads, gloves and nose protector, pushed peanut two blocks with nose one evening recently. As push also means to "propel," Pat insisted on use of tiny go-cart under peanut, which saved wear and tear.

Frank Harrison, Veteran Manufacturing Authority, Comes to Ft. Worth

(Continued from Page 1)

Diego to bring Convair-Liner production up to schedule," La Motte T. Cohu declared. "That has been accomplished and now he can be spared part time. His broad manufacturing experience can be beneficial to both divisions."

Harrison's experience dates from 1903 when at 15 he started with International Harvester Corp. in Milwaukee. Despite only a brief formal education, he was a plant superintendent by 1916 and by 1936 manager of manufacturing for all of Harvester, which made trucks, tractors, twine and implements in 18 states.

"In the early war years I was shanghaied," Harrison recalled this week. "The federal government ordered me to Curtiss-Wright, my first experience with airplane concerns." However, he managed the company's five plants with 80,000 personnel and was awarded a Certificate of Merit by the president of the United States for his services.

In 1946 Harrison decided to retire to his 2,000 acre ranch near

Colorado Springs, purchased in 1940.

"It's beautiful country but we only have 200 head of white faces and my son runs it as a dude ranch. The dudes like to look at the cows and the cows like to look at the dudes and it is good for both," he explained.

Ranch life and keeping tab on his four children and nine grand-



FRANK HARRISON

children didn't completely satisfy Harrison and by the fall of 1947 his heart longed for the bustle of the factory and the sense of achievement which comes from a smoothly operating production line.

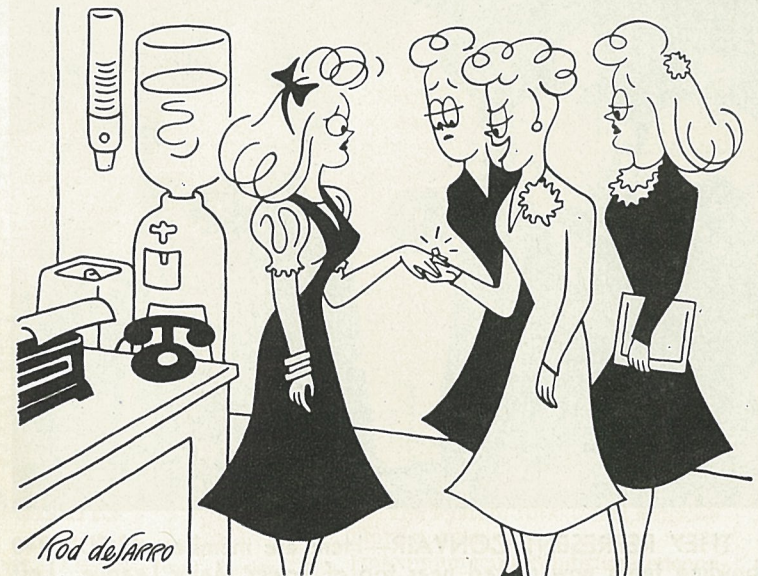
Floyd Odum, chairman of the Convair board, sought him for Convair. He has been with the company ever since.

Harrison, who serves in a consulting capacity to Convair management, is in Ft. Worth to study and advise on Division production methods and administrative procedures.

Final Assembly New Leader For Quality

Latest winner of the Convair FW "Quality Leader of the Month" title is the second largest in the plant — Final Assembly (Dept. 50), it was announced by J. Y. McClure, chief of Inspection.

Other departments ranked in the following order: Sub-Assembly (Dept. 73); Mating and Wing Components (Dept. 46); Wing Structure (Dept. 45); Metal Forming (Dept. 31); Machine Shop (Dept. 30); Nose and Tail (Dept. 44); Outer Wing and Engines (Dept. 47); Field Operations (Dept. 61); Bomb Bay (Dept. 43).



"It's lovely, my dear. I bought one just like it for my little sister's doll."

B-36 Bomb Blasts Target Vessel

(Continued from Page 1)

ordered to rebuild the target ship personally!"

While the bomb was a practice "dud" with no explosives, it was heavy. How heavy the Air Force prefers not to say publicly. But it was so heavy that Convair flight crews figure that it would have sunk the target ship anyway—except for the fact that the so-called ship actually is supported by piles driven into the sea-floor.

Crews figure that the Air Force target will need some reinforcement and repair as result of the direct hit.

The mission was part of the test program on the new "B" models of the B-36. On the same mission, the crew also gave a demonstration of low-level bombing before a group of top-ranking Air Force officers on hand at Eglin Field for an air show, and they also dropped two salvos in the water.

The sure-eyed bombardier, Capt. Morris, is in the Eighth Air Force and is stationed at Carswell AFB adjacent to Convair FW.

Other members of the crew were: Witchell, pilot; Capt. Cranan, co-pilot; F. Hanley, first engineer; C. J. Driskell, second engineer; J. C. Shirley and W. R. Camp, right and left hand power plant observers, respectively; Fred Carlile, photographer; W. N. Stevenson and A. D. Tuttle, armament engineers; R. P. Scott, flight test engineer, and Lieutenant Harkness, stationed at Carswell, navigator.

B-36 Model Drawings Move Like Hot Cakes

Scale Model Drawings of the B-36 battleplane are still selling like hotcakes, according to the Convair FW Employees Service Section. In the first three days after the announcement in CONVAIRIETY, 180 of the drawings were sold. Thirty-three went to one department, Tooling (Dept. 24).

In order to supply all Convair FW model plane hobbyists with the drawings, 200 additional blueprints have been ordered. They are still offered at cost, 15 cents each.

Engine Runs Slated For XC-99 At SD

Convair's XC-99, cargo version of the B-36, was expected to undergo engine runs this week in anticipation of its first test flight in many months.

The great plane, largest land cargo ship in the world, is at Convair SD and conversion of its landing gear to conform with that of the B-36 has been completed, according to A. C. Bussy, chief of Flight Operations.



ANTIQUE COLLECTOR—Nona Poston, Convair FW Accounting (Dept. 9-2), collects antiques. She is pictured at rosewood grand piano which has been in her family 100 years.

FW Hobbyist Collects Antiques, Among Them Are 160-Yr.-Old Bed, 1849 Piano

Nona Poston, a very much up-to-date young lady in dress and manner on her job in Convair FW Accounting (Dept. 9-2), nevertheless literally is "surrounded by the past" when work is done and she returns to her tiny apartment.

The apartment, small but adequate for Nona, her husband and their cocker spaniel pup, is furnished from the floor up with antiques ranging up to 160 years old.

The spaniel, "Thumper," probably is the only dog in Ft. Worth who can boast of sleeping in a valuable antique chair.

Nona, who has been collecting antiques as a hobby for the past

10 years, became interested in "old things" when she inherited a rosewood grand piano which had been in her family since 1849.

"I learned to love antiques from that piano," she says. Since then, she and her husband, Murray, have made trips to the New England states, Memphis, Nashville, and New Orleans to add to their collection.

The oldest item in the collection is a four-poster walnut baby bed made 160 years ago. An antique with a story behind it is the iron kettle purchased in New Orleans. The kettle was used for melting bullets in the Civil War, and is still heavy with lead.

Other prized pieces include a collection of colored glass, an antique silver tea set, a rosewood Victorian sofa, marble top tables, an organ, a 120-year-old chest of drawers and matching rocker, copper pieces and 15 chairs. "We never stop looking," says Nona.

With their present collection, the Postons could open an antique shop. "But I wouldn't sell anything," she says.

The Postons hope someday to display their valuables in a larger home of their own. Until that day, "Thumper" has but one consolation. Even if he does have to take a back seat at the Poston house, it's still the best seat in the house!

Answers To Quiz

Answers to fashion quiz on page four, reading left to right: 1. Lee Williams, Material, Dept. 4, SD (design painter is Don McKee); 2. Lee Winsworth, Electric Bench, Dept. 250 SD; 3. Myrt (Avis) Gregory, Metal Forming, Dept. 31, FW; 4. Eunice (Babe) Bryant, Tool Planning and Design, Dept. 24-1, FW; 5. Audrey Camp, Electric Bench, Dept. 250 SD; 6. Lois Byrns, Metal Forming, Dept. 31, FW.

One right: stupid. Two right: almost hopeless. Three right: subnormal. Four right: not bad. Five right: sharp lad. Six right: you're a wolf.

Year-End Goal By Christmas Possible As Convair FW Makes November Mark

(Continued from Page 1)

of another due to mechanical failure.

While completing current schedule requirements, the division also concurrently completed late changes on two Air Force aircraft which previously had been delivered.

One of the biggest factors enabling the division to make its November schedule, in Ryan's opinion, was the cooperation of the Air Force in performing its duties in "overlapping operations"—that is, completing its inspection and testing on the aircraft simultaneously with the completion of Convair work on the craft.

"Making this accelerated schedule in the face of the difficulties encountered is a special accomplishment of Field Operations (Dept. 61) personnel, and the per-

sonnel of all the other departments without whose cooperation the record could never have been made," said the division manager.

Ryan singled out flight crews, in addition, for special mention and pointed out that G. S. Green, chief of Flight, has moved his operations to the flight line for personal supervision of flight crews. Flight crews made flights on Saturdays and Sundays—whenever an airplane was ready for testing—in order that it might be released to the Air Force as quickly as possible.

Flight crews and other workers needed to service the aircraft, gave up their Thanksgiving holiday to speed the program. As a result, the first November delivery was actually made on Thanksgiving day. The remaining five were made one each day, with the sixth on the last day of the month.